OMI

Oregon Micro-Imaging, Inc.

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Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

START

OF

ROLL

ROLL

265

AGENCY NAME:

O Dot

SERIES TITLE:

Construction Contracts

FIRST RECORD ON REEL:

10,171 (1985)

REDUCTION RATIO: 21 X

1985 The Dalles/California- 10,171
Wasburn Wy. Sec. of (South Side Bypass)
@ Klamath Falls. (Gr, pv, st. & sign)#2

C&A 5919 12/15/76

~~C&A 5131 11-15-74~~

10,171

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 27, 1978

FILE:

FROM: Adele L. Egan
R/W Office Unit Supervisor

TO: H. G. Brainerd
Reg. R/W Supervisor

REGION 4

SUBJECT: Files 50377 & 50378

Washburn Way-Homedale Rd. Sec.
Southside By-Pass Co. Rd.
Klamath County

Attached you will find six copies of one original Option form and one copy of one original description covering right of way to be acquired in connection with the Washburn Way-Homedale Road Sec., Southside By-Pass County Road in Klamath County.

The distribution number to be used for the acquisition of these files is 7967.

Please appraise, complete Relocation computation and negotiate and submit a relocation plan if one is necessary.

File 50377, Burlington Northern, will be processed by Roger Trygstad.

Enclosed for your information are copies of the Authorization List and Mr. Scott's letter of December 19, 1978.

We are attaching three prints each of two sections of Map 9B-13-9 covering this area and bearing our date of December 21, 1978.

File No.	Name	Area
50377	Burlington Northern, Inc.	0.37 ac
50378	Net Putnam	0.28 ac

AC:nn
Enc. 1 Option, 1 Desc., etc.
cc: D. Allen/6 prints
M. Mead/2 prints & Auth. List
F. Lowe
Title/2 prints
A. Riveness/Exhibit
Roger Trygstad/attach.
✓ G. Wimer

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LCE ☐ FAE ☐ CPE ☐
DEC 2[illegible] 1978
File: PM FA
LC OP
TAA

10,171

Tra 7-4-1
Klamath
Falls
Sp.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 22, 1978

FILE: Tra 7-4-1 Klamath Falls Sp.

FROM: George C. Wills
Field Location Engineer

SUBJECT: Klamath Falls South Side Bypass
Klamath County
Prefix 518-1920

TO: L. E. George
Traffic Engineer

In conjunction with the subject project, a truck route is proposed which is currently projected to connect into Spring Street at the 6th Street viaduct over the SPRR yards. The introduction of this traffic at that point may require some revision in the present intersection configuration. Please conduct a traffic analysis based on this proposal and advise as to present and future traffic.

A sketch map and a copy of the draft EIS is attached for your reference.

GCW:lt

Attach.

cc: Dale Allen
J. H. Versteeg
G. Potter
W. Cobine

1 Versteeg ✓
Christensen
George
2 Olson GCO
Terpin
Sullivan
Scott
Anderson

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DEC 27 1978
ENGINEERING SECTION

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Action

10,171

Klamath

Salem, Oregon
December 19, 1978

J. H. Versteeg
Head of Engineering

J. B. Boyd
Right of Way Manager
Building

File 50377-Burlington Northern Inc.
50378-Putnam
Washburn Way-Homodale Rd. Sec.
Southside By-Pass Co. Rd.
Klamath County

Attached are 2 additional descriptions, an authorization, and R/W prints for the subject Klamath County project.

File 50378 covers excess railroad property that has been sold to Ned Putnam, according to information received from Roger Trygstad (maps attached) and File 50377 covers a crossing easement from Burlington Northern.

Originally, Klamath County was to obtain the railroad easement but they recently requested the State to handle it, according to Region 3 R/W personnel.

By:

Floyd O. Scott
R/W Desc. Engineer

FOS:cj
Attachments

10,171

TRA 7-4-1
Kla. Falls
Sp
C

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: December 7, 1978

In reply refer to: HAM.1-OR/122.3

SUBJECT: Request for Confirmation of Overhead Rate (Mr. Skoog's November 20, 1978 letter)

FROM : G. L. Green, Division Administrator

TO : Mr. H. Scott Coulter, State Highway Engineer
Oregon Department of Transportation

Copy
Con 21-6
Clack Sec.
Sp
I-205-Boring Rd.

We have attempted to confirm the overhead rate information furnished to you by the firm of Wilsey & Ham with DCAA as requested. They indicate that they accepted a rate for labor overhead of 31.1 and G & A overhead of 118.7 on a small contract based on a desk review. The information available from DCAA is not adequate to provide confirmation for Wilsey & Ham' overhead rate.

It is our understanding that the State currently has two contracts in effect with Wilsey & Ham, both of which exceed $50,000.

An audit is required on both of these projects.

For G. L. Green

RECEIVED
STATE HWY ENGR
DEC -8 '78
REFER TO
Skoog
FOR
Info Invest R-D D/R Sign Act File

orig. to

-10,171

Tra 7-4-1
K. Falls S.P.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Klamath Falls
Nov. 14, 1978

FILE:

FROM: Wayne F. Cobine
Resident Engineer

SUBJECT: Southside Bypass & Truck Route
(Klamath Falls)

TO: Memo to the File

I am in receipt of a letter from Mr. J. E. Schobert, Assistant Sup't of BNRR, Klamath Falls concerning the track time is considerably different from what I mentioned in my previous memo dated Nov. 3, 1978.

Mr. Schobert indicates in his letter that the movements from the white line yard to S.P. tracks southbound occur about 8 times daily and would cause at grade blockages from 5 to 8 minutes. The movement from the white line yard to S.P. tracks northbound occur 2 times daily with additional movements on some days with stoppages anticipated at 5 minutes each time.

These anticipated delays of at least 10 times daily seem to me to be more then desirable, however, providing over crossing structures of 180' long each is also prohibative due to the anticipated costs. Therefore, at grade crossings will be figured at this time.

WFC:tlc

cc: Dale Allen w/BNRR letter
Gary Potter "
Frank Terpin "
Hal Versteeg "
Earl Kessler "

NOTED
L. E. GEORGE

1 Versteeg ✓
Christensen
2 George
3 Olson
Terpin
Sullivan
Scott
Anderson

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ENGINEERING SECTION

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RECEIVED
NOV 16 1978
TRAFFIC ENGINEERING

[illegible] 1978

BURLINGTON NORTHERN

PO Box 910
Klamath Falls, Oregon
November 3, 1978

Mr. Wayne F. Cobine
2557 Altamont Drive
Klamath Falls, Oregon 97601

Dear Mr. Cobine:

Referring to our conversation of November 1, 1978, concerning proposed truck by-pass for Klamath Falls in which you indicated the route was tentatively planned to parallel the SP tracks between the SP mainline and Lake Ewauna-Klamath River, resulting in crossing BN tracks leading from the SP main to Whiteline yard and the lead from Lake Ewauna bridge northward to SP trackage and downtown Klamath Falls.

It would appear that the lead from the SP to Whiteline yard which is used normally for 8 movements per day would result in blocking of traffic on a grade crossing 5 to 8 minutes each time a movement is made. These movements are made at slow speed and stopped while switches are handthrown over the SP main track which would add to the occupancy time of the crossing.

The lead from Lake Ewauna bridge to SP trackage and downtown Klamath Falls is normally used twice each day with additional movements on some days. These movements will probably block the crossing on that track for less than 5 minutes during each movement.

If you need further information for your impact study, please feel free to call.

Yours truly,

J E Schobert

J. E. Schobert
Asst. Superintendent

cc: Mr. J. G. Edwards - BN
Mr. K. D. King - BN

FORM 81-734-3030

K Falls [illegible]

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Klamath Falls
Nov. 7, 1978

FILE: [illegible]

FROM: Wayne F. Cobine
Wayne F. Cobine
Resident Engineer

SUBJECT: Southside Bypass

TO: MEMO TO THE FILE

Initial contacts with current property owners were made as follows:

LOCATION	NAME	DATE
Tax lot 500, Sec. 16 T.39S, R 9E	Mel Stewart WESCO	11/3/78
Tax lot 1100, Sec 16 T39S, R 9 E	Ernest Milani	10/26/78
Tax lot 200, Sec 16, T 39S R. 9E	Dale & Juanita Goode	10/27/78
Tax lot 1500, Sec 9, T 39S, R 9E	Dale & Juanita Goode	10/27/78
Tax lot 1400, Sec 9, T 39S, R 9E	O. G. Stephson	10/31/78
Tax lot 700, Sec 9, T 39S, R 9E	Jack O'Connor	10/27/78
Tax lot 100, Sec 16, T 39S, R 9E	Dale & Jaunita Goode	10/27/78
Tax lot 2000, Sec 8, T 39S, R 9E	Jack O'Connor	10/27/78
Tax lot 1800, Sec 8, T 39S, R 9E	Glenn B. Head	10/27/78
Tax lot 400, Sec 8, T 39S, R 9E	Ellington Lumber Co	11/1/78
Tax lot 600, Sec 8, T 39S, R 9E	E. B. Brosterhous	10/30/78
Tax lot 1100, SW1/4 NW 1/4 Sec 8, T 39s, R 9E	Frank Ganong	10/27/78
Tax lot 1200, SW1/4 NW 1/4 Sec 8, T. 39S, R 9E	Francis D. Brown & Son	10/31/78
Tax lot 400, SW 1/4 NW 1/4 Sec 8, T 39S, R 9E	Sara Marie Drier	10/27/78

All the above property owners gave permission to enter upon their land for the purpose of surveying and/or any required geology exploration except that property owned by Glenn B. Head.

CC: Dale Allen Gary Potter
Frank Terpin Hal Versteeg
Earl Kessler

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ENGINEERING
SECTION

Versteeg
1 Christensen Doc
George
2 Olson all
Terpin
Sullivan
Scott
Anderson

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Action

FORM 81-734-3010

K. Falls

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Klamath Falls

Nov. 6, 1978

FROM: Wayne F. Cobine
Resident Engineer

SUBJECT: Southside Bypass
Klamath County

TO: Memo to the File

On Wednesday, November 1, 1978 I met with Leo Montez, District Sales Manager for the Southern Pacific Transportation Company here in Klamath Falls. I outlined the proposed route for both the bypass and truck route.

The bypass will cross the Southern Pacific mainline tracks just west of the Midland Highway and the truck route will more or less parallel the Southern Pacific tracks going north towards town from the bypass.

Mr. Montez indicated that he would like a letter and map indicating such things as proposed clearances, structure locations, lengths of structure, encroachments at crossing on their right of way etc. and then he would forward it to his office in Portland for review and comments.

I told him I would put together some preliminary data and get it back to him. It is intended to give him the route location on an Urban Area Map and then in a letter point out some proposals.

WFC:tlc

cc Dale Allen
Gary Potter
Frank Terpin
Hal Versteeg ✓
Earl Kessler

1 Versteeg ✓
Christensen
George
2 Olson
Terpin
Sullivan
Scott
Anderson

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SECTION

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FORM 81-734-3030

Tia 7-4-1
Klamath
K-Falls
2P

FILE:

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Klamath Falls

Nov. 3, 1978

Wayne [illegible]

FROM: Wayne F. Cobine
Resident Engineer

SUBJECT: Southside By-pass
Klamath County

TO: Memo to the File

On Tuesday, October 31, 1978 I met with John E. Schobert of Burlington Northern Railroad at their local office in Klamath Falls.

The proposed route of the Southside Bypass and the truck route was explained to Mr. Schobert. Crossing of the BNRR will occur on the west side of the river on the bypass and it is proposed that this crossing will be via the same structure that crosses the river. Required vertical clearance will be maintained. The BNRR will also be crossed twice on the truck route which is the switching track at the point where the BNRR crosses the river.

Mr. Schobert indicated that there are three (3) scheduled trains on the switching tracks daily with four (4) trains not uncommon. The time of delay can be expected between five and ten minutes, however, this can be shortened by changing their operation slightly. I asked Mr. Schobert to sent a letter to this writer indicating the track times and any other problems which the BNRR might conceive.

WFC:tlc

cc: Dale Allen
Gary Potter
Frank Terpin
Hal Versteeg ✓
Bob Ewen
Earl Kessler

1 Versteeg ✓
Christensen
George
2 Olson acf
Terpin
Sullivan
Scott
Anderson

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NOV 06 1978
ENGINEERING SECTION

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Return To
Bring Up / /
Action

10,171

STATE OF OREGON **INTEROFFICE MEMO**

DEPT.
TELEPHONE

TO: F. B. Klaboe
Chief of Operations

DATE: October 25, 1978

Bill

FROM: W. L. Cranford
Urban Studies Supervisor

SUBJECT: Klamath Falls: Truck Route Benefit-Cost Ratio

The attached report should fulfill your request concerning the forecasted truck volumes for the subject truck route.

WLC:dpy

Attachment

Vm

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DOT OPERATIONS
OCT 26 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387

OREGON DEPARTMENT OF TRANSPORTATION
Office of Project Management
Urban Studies Unit

KLAMATH FALLS: TRUCK ROUTE BENEFIT-COST RATIO

Background

The Urban Studies Unit has had a minor role in studies envolving the Klamath Falls Southside Bypass and Truck Route. The role was mostly in advising the Consultant (Wilsey & Ham) on origin-destination survey procedures. The Urban Studies Unit has not studied the consultant's Draft EIS in detail and has no opinion as to the overall accuracy of the work. However, opinions specifically connected with the truck route will be presented later.

In September, 1978 the Location Section published a report entitled, Klamath Falls Southside Bypass and Truck Route for use by the Transportation Commission. In this report on the Traffic Map a 1980 Volume of 220 vehicles is shown along with a 2000 Volume of 340 vehicles for the proposed truck route.

The Chief of Operations asked if these low volumes were trucks or a mix of autos and trucks. Also, the calculations of a benefit-cost ratio was requested. This report responds to these requests.

Explanation of 1980 and 2000 Truck Route Volumes

The Location Section's report used the same traffic volumes as Figure 39 of the consultant's Draft EIS. However, the EIS also showed the percentage of heavy trucks that the volumes contained. This was shown to be 100 percent on the proposed truck route, i.e. in the Year 1980 there will be 220 heavy trucks. In the Year 2000 there will be 340 heavy trucks using the truck route.

However, the proposed truck route has a travel-time advantage (as will be seen later) over the existing route. For this reason, it is difficult to understand why the consultant did not assign at least some light trucks and autos to the truck route.

The consultant obtained the assigned heavy truck volumes by interviewing the major local heavy-truck using industries for their proposed future truck movements. It seems reasonable to believe that an attractive truck route will draw additional heavy-truck traffic from industries not interviewed, and from businesses not yet existing.

Thus the consultant's figures should be considered mimimums for the truck route.

Benefit-Cost Ratio Analysis

For this analysis common points for the existing route and the truck route were chosen as follows:

1. The Green Springs-Lake Of The Woods Interchange (Junction of Highways ORE 66, ORE 140 and US 97).
2. The overpass of the Southern Pacific tracks on South 6th Street.

The length of the existing route and the proposed truck route are so close to being the same that they can be considered equal; 3.65 miles.

Table 1 shows the benefit cost ratios and the significant factors on which they were based. It will be noted that two comparisons were made between the existing route and the proposed truck route. One comparison assumed a speed of 25 m.p.h. for the existing route, while the other comparison assumed a speed of 30 m.p.h. It can be seen that the driver's salary savings are sensitive to speeds traveled.

The "break-even" truck traffic volume (using 25 m.p.h. on the existing route) is 614 heavy trucks per day. If truck volumes were to increase to this ration, the Benefit-Cost Ratio would be 1.0.

William L. Cranford
October 25, 1978

TABLE 1

KLAMTATH FALLS PROPOSED TRUCK BYPASS

Benefit-Cost Ratios 1/

Route	Travel Time (Minutes)	Drivers Salary Savings 2/	Construction Costs	Annual Cost To Repay Const. Cost 3/	Benefit-Cost Ratio
Existing at 25 m.p.h.	8.6	-	-	-	-
Proposed Truck Route at 40 m.p.h.	5.4	$65,700	$1,800,000	$183,330	0.36
Existing at 30 m.p.h.	7.2	-	-	-	-
Proposed Truck Route at 40 m.p.h.	5.4	$36,500	$1,800,000	$183,330	0.20

1/ Based on 220 trucks per day, 365 days per year.

2/ Drivers 1978 average salary and benefits of $15.15 per hour computed from earlier work for the La Grande Study.

3/ Project Capital Recovery Factor (0.10185) for 20 years at eight percent was used.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

September 20, 1978

FROM: Frank E. Terpin F.E.T.
Location Engineer

SUBJECT: Klamath Falls South Side Bypass and Truck Route

TO: E. S. Hunter
Technical Services Engineer

We have prepared the attached report for use by the Transportation Commission in discussion of the Klamath Falls South Side Bypass and Truck Route.

Attachment

VAB:mc

RECEIVED
TECHNICAL SERVICES
SEP 20'78
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

KLAMATH FALLS SOUTH SIDE BYPASS
AND
TRUCK ROUTE

September 1978

A south bypass of the central business district of Klamath Falls has long been proposed by City and County officials. Their ultimate goal is a bypass route (approximate length 9.7 miles) beginning at the Green Springs Interchange on the The Dalles-California Highway and ending at Olene, situated on the Klamath Falls-Lakeview Highway some 10 miles southeast of Klamath Falls. This proposed bypass intersects several State highways as well as County roads and consequently could be put in service by construction of segments.

On the attached map (Exhibit A) is delineated this proposed bypass. Also included is a breakdown by segments for which the lengths and costs are shown.

Segment A-B and B-C, FASC B-319

This segment is the northerly alternative of three presented to the public at a corridor-design hearing held May 1, 1978. This alternative has the approval of County officials and is the route for which the State Highway Division is in the process of preparing the Final Environmental Impact Statement. A truck route (proposed by the County) associated with the bypass is to be studied in this FEIS. This 2¼-mile truck route proposal would be constructed parallel to and on the west side of the Southern Pacific Railroad, thus affording a connection for trucks between the industrial area at South 6th Street (Point G) and the bypass at Point B. Construction costs for these two segments of the proposed bypass and truck route have been estimated on a reconnaissance basis as follows:

Proposed Southside Bypass

Point A - Green Springs Interchange
1.4 miles - Construction Cost $5,900,000

Point B - Connection with Truck Route
1.4 miles - Construction Cost $1,800,000

Point C - Washburn Way

Proposed Truck Route

Point B - Connection with Proposed Bypass
2¼ miles - Construction Cost $1,800,000

Point G - Klamath Falls-Lakeview Highway (S. 6th St)

Segment C-D, FAU 2228

This segment of the bypass, Washburn Way (Point C) to Homedale Road (Point D), follows an existing County road and is scheduled for improvement in 1979 and 1980 by Klamath County.

Segment D-E, FAU 2228

This segment is being built by Klamath County and is planned to open for traffic this fall. It connects Homedale Road at Point D to the Klamath Falls-Malin Highway at Point E.

Segment E-F

Klamath Falls-Malin Highway (Point E) to Olene (Point F) is a County proposal to be constructed if and when traffic warrants.

Proposed Trade

The magnitude of costs for constructing the westerly section of the bypass (A-B and B-C) and the truck route (B-G) severely limits the County's ability to complete the system. To assure funding for the early completion of the bypass, it has been suggested by the locals that the bypass be made a part of the State Highway System. It is now Klamath County's proposal that the State Highway Division locate, design and fund the construction of Segment A-B and the 2¼-mile truck route (Point B to 6th Street). If the bypass is funded, by whatever means, and is accepted by the Transportation Commission into the State Highway System, then it can be anticipated that the County will want the State to also take into our system the remainder of the bypass easterly to Olene.

Whether or not it is possible for the Transportation Commission to fund any or all of the proposals is a matter that will be discussed in the next section of this report. However, if we were to eventually accept the bypass and/or the truck route into our system, we should get rid of several roads in the area that do not have the characteristics of State responsibility. Possible candidates are shown colored in pink on the attached map.

Funding Possibilities

The section from A to B is estimated to cost a total of $5.9 million. You will recall that we had included in the 1976 Six-Year Program a project on the Klamath Falls-Malin Highway in the original amount of $3.9 million. A delegation of all parties interested in the bypass project (and there appears to be total support that this is Priority No. 1 from all jurisdictions in the area) appeared before you some time back and requested the deletion of the Klamath Falls-Malin job and the reallocation of the $3.9 million to the South Side Bypass. Acting on this proposal, the Klamath Falls-Malin job was deleted from the 1978 version of the Six-Year Program, but since the bypass was not on the State Highway System, the $3.9 million was not shown there. The community does feel that they have this amount coming and I would have to agree that our action on the matter would lead them in this direction. There are, however, no written or, as far as I know, oral commitments regarding this.

I suggest that we proceed on this project in the following manner:

1. Acknowledge that we have a financial commitment but that funds cannot be made available unless and until there are more Federal-aid funds available than we now receive or if that does not happen, give strong consideration to adding some funds in the next update of the Six-Year Program.

2. That we proceed to work up a trade of highways which would place the South Side Bypass on the State system at an appropriate time in exchange for some or all of the existing State highways shown colored pink on the attached map.

3. That we commit to working with the County on financing and building the bypass with our responsibility being limited to eventually financing the section between A and C and the County financing the remainder. The trade of highways would be agreed on at such time as the bypass between A and E is completed.

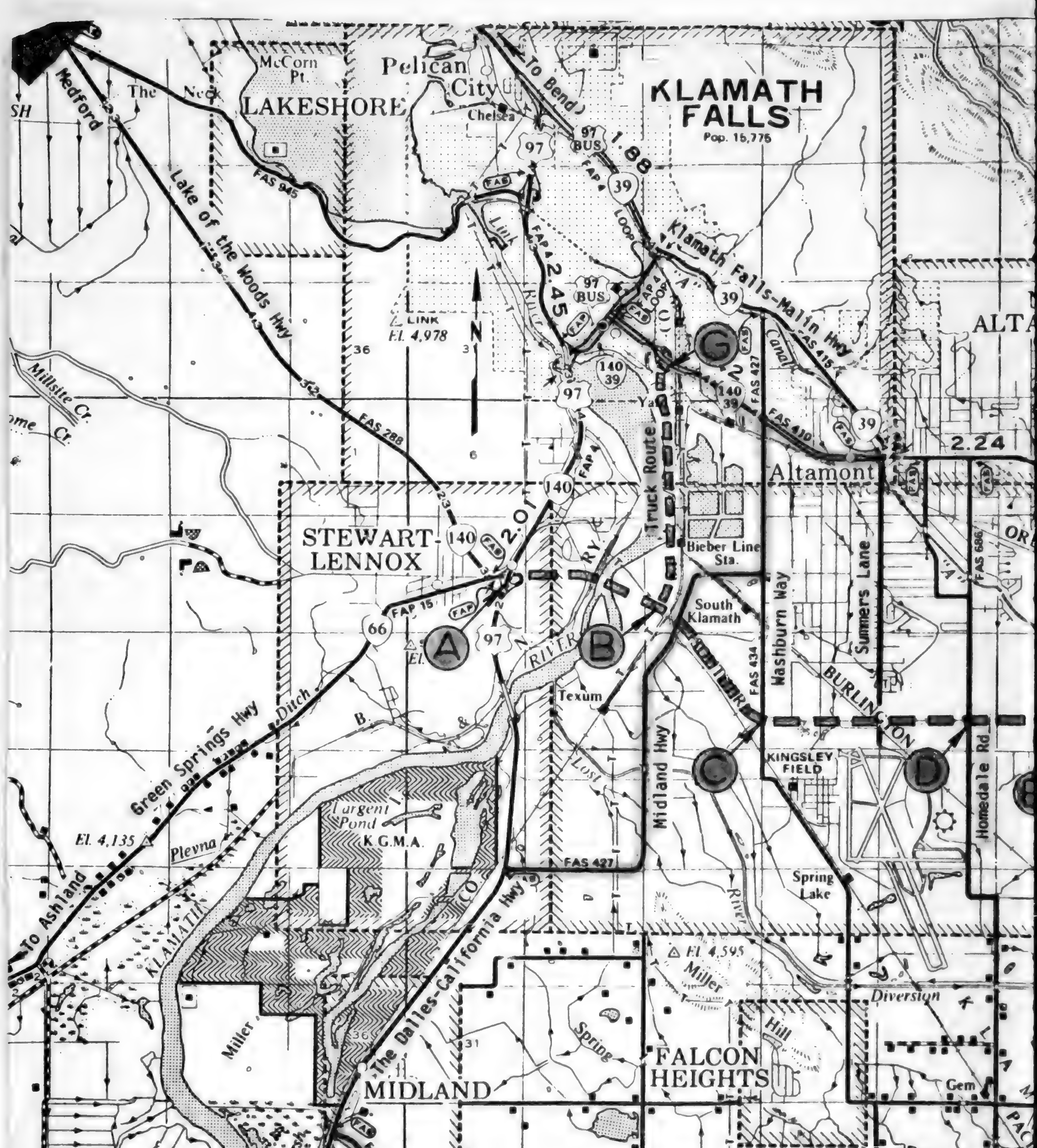
4. That we advise the County and City that we will not place the truck route on our system, nor will we contribute to the financing of it. (The truck route does not appear to be the type of facility we should have jurisdiction over whereas the bypass does.)

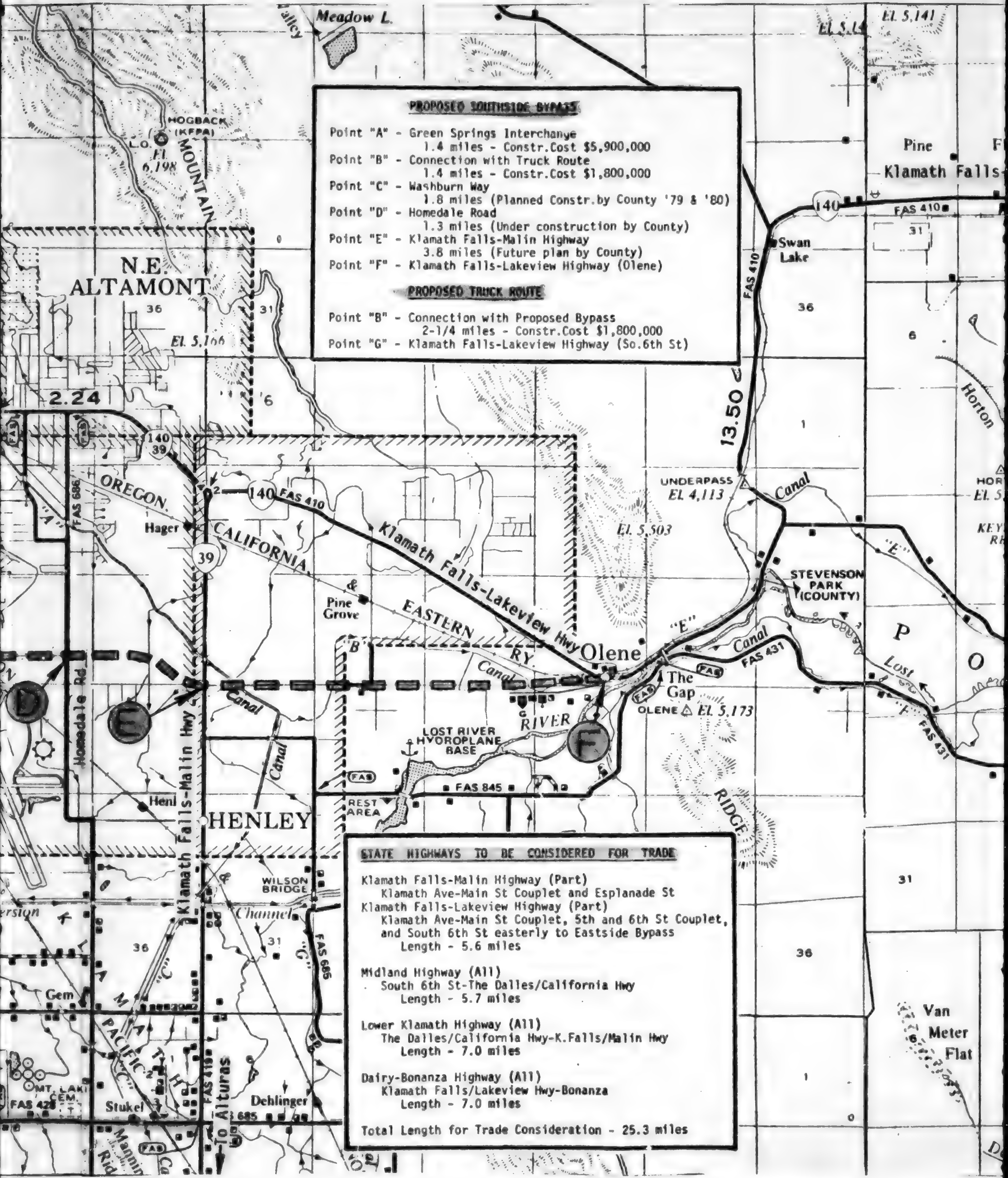
5. That we continue to work with the County and City on completion of the EIS for both proposals and follow with appropriate surveys and right of way acquisition on the bypass route. We would also do work on the truck route if they desire, but at someone else's expense.

6. That none of the above commits us to a time certain for construction.

FET/FBK:mc

9/15/78


Medford
The Neck
McCorn Pt.
LAKESHORE
Pelican City
Chelsea
To Bend
KLAMATH FALLS
Pop. 15,775
97
97 BUS
1.88
FAP 4
39
Loop
Klamath Falls-Malin Hwy
FAS 945
Lake of the Woods Hwy
Link
2.45
97 BUS
LINK
El. 4,978
N
36
3
140 39
Yal
G
2
FAS 427
FAS 415
ALTA
FAS 410
39
2.24
Millsite Cr.
Cr.
FAS 288
6
Truck Route
Altamont
140
2.01
STEWART-LENNOX
140
RY.
Bieber Line Sta.
ORE
FAS 686
Washburn Way
Summers Lane
South Klamath
FAP 15
66
A
97
B
RIVER
Texum
FAS 434
BURLINGTON
Green Springs Hwy
Ditch
B.
&
Midland Hwy
C
KINGSLEY FIELD
D
Homedale Rd
Lost
Largent Pond
K.G.M.A.
El. 4,135
Plevna
FAS 427
Spring Lake
River
To Ashland
KLAMATH
The Dalles-California Hwy
El. 4,595
Miller
Diversion
Hill
Miller
Spring
36
31
FALCON HEIGHTS
MIDLAND
Gem
FAS 423
6
Marsh
To Weed
FAS 434
MT. LAKI CEM.
FAS 428
Lower Klamath Hwy
FAP 4
North
Lake



PROPOSED SOUTHSIDE BYPASS

Point "A" - Green Springs Interchange
1.4 miles - Constr.Cost $5,900,000
Point "B" - Connection with Truck Route
1.4 miles - Constr.Cost $1,800,000
Point "C" - Washburn Way
1.8 miles (Planned Constr.by County '79 & '80)
Point "D" - Homedale Road
1.3 miles (Under construction by County)
Point "E" - Klamath Falls-Malin Highway
3.8 miles (Future plan by County)
Point "F" - Klamath Falls-Lakeview Highway (Olene)

PROPOSED TRUCK ROUTE

Point "B" - Connection with Proposed Bypass
2-1/4 miles - Constr.Cost $1,800,000
Point "G" - Klamath Falls-Lakeview Highway (So.6th St)

STATE HIGHWAYS TO BE CONSIDERED FOR TRADE

Klamath Falls-Malin Highway (Part)
Klamath Ave-Main St Couplet and Esplanade St
Klamath Falls-Lakeview Highway (Part)
Klamath Ave-Main St Couplet, 5th and 6th St Couplet, and South 6th St easterly to Eastside Bypass
Length - 5.6 miles

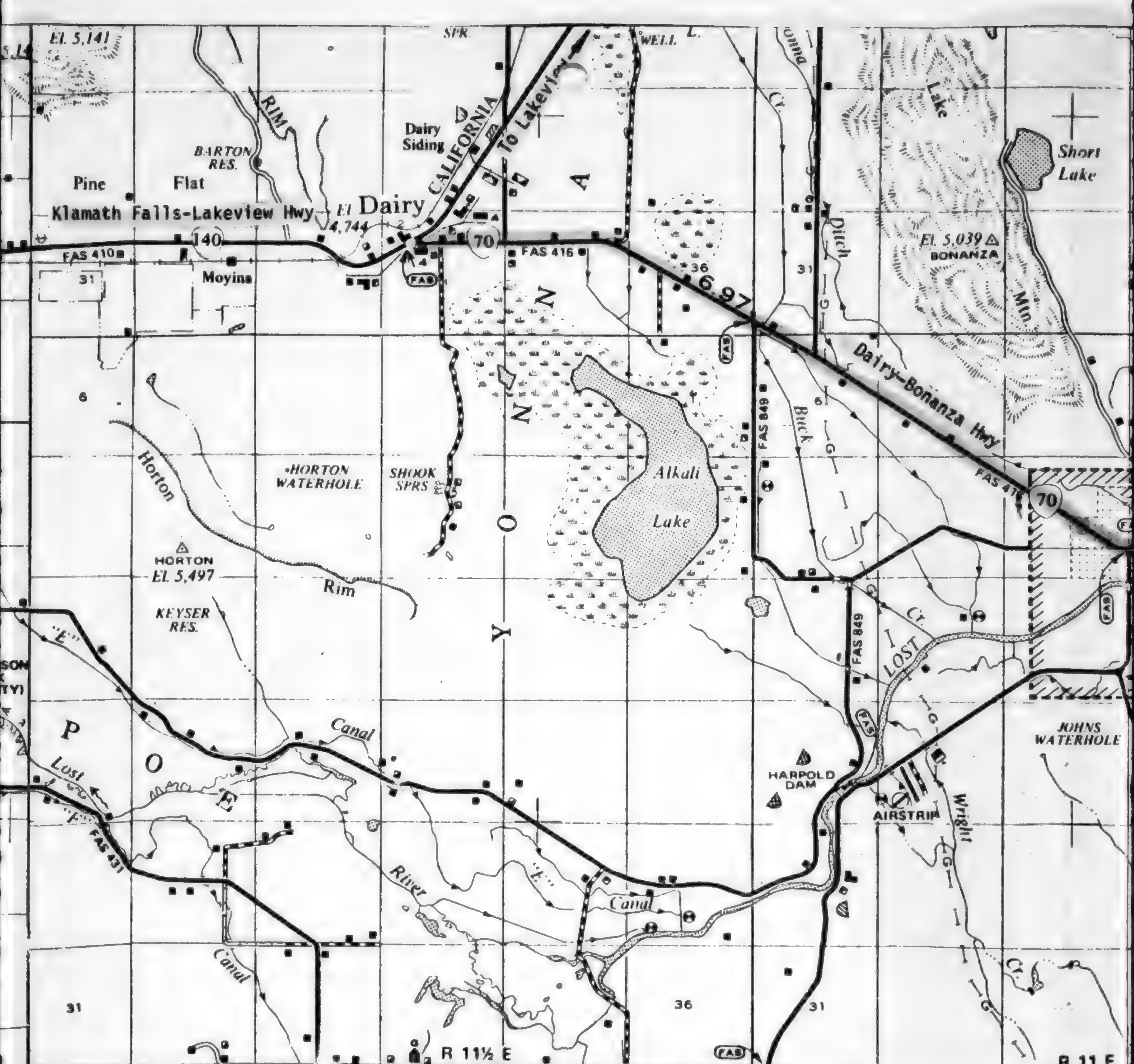
Midland Highway (All)
South 6th St-The Dalles/California Hwy
Length - 5.7 miles

Lower Klamath Highway (All)
The Dalles/California Hwy-K.Falls/Malin Hwy
Length - 7.0 miles

Dairy-Bonanza Highway (All)
Klamath Falls/Lakeview Hwy-Bonanza
Length - 7.0 miles

Total Length for Trade Consideration - 25.3 miles

Meadow L.
HOGBACK (KFPA)
L.O.
El. 6,198
MOUNTAIN
N.E ALTAMONT
El. 5,166
2.24
OREGON
CALIFORNIA
Hager
140
39
FAS 410
Klamath Falls-Lakeview Hwy
Pine Grove
EASTERN
RY.
Olene
"E"
The Gap
OLENE El. 5,173
RIVER
LOST RIVER HYDROPLANE BASE
REST AREA
FAS 845
RIDGE
Homedale Rd
Klamath Falls-Malin Hwy
Canal
Henl
HENLEY
WILSON BRIDGE
Channel
FAS 685
FAS 686
Gem
MT. LAKI CEM.
Stukel
Dehlinger
To Alturas
FAS 419
PACIFIC
13.50
Swan Lake
Pine
Klamath Falls
UNDERPASS El. 4,113
El. 5,503
STEVENSON PARK (COUNTY)
FAS 431
Lost
Horton
El. 5,141
Van Meter Flat
P
O


El. 5,141
SPR.
WELL
RIM
BARTON RES.
Dairy Siding
CALIFORNIA
To Lakeview
Pine
Flat
Klamath Falls-Lakeview Hwy
El 4,744
Dairy
140
70
FAS 410
FAS 416
FAS
Moyina
31
36
6.97
Cr.
Ditch
Lake
Short Lake
El. 5,039
BONANZA
Mtn.
Dairy-Bonanza Hwy
FAS 849
Buck
6
HORTON WATERHOLE
SHOOK SPRS
Horton
Alkali Lake
HORTON El. 5,497
Rim
KEYSER RES.
P O E
Y O N N A
FAS 417
70
LOST
Cr.
JOHNS WATERHOLE
Canal
Lost
FAS 431
HARPOLD DAM
AIRSTRIP
Wright
River
Canal
Canal
31
36
31
R 11½ E
R 11 E
R 11 E
R 12 E
FAS 431
1
6
BEDFIELD CEM.
Bedfield (Site)
WELL
SEVEN SPRINGS RANCH
Canal
L A V A
Van Meter Flat
Dodds
Simms
FAS 417

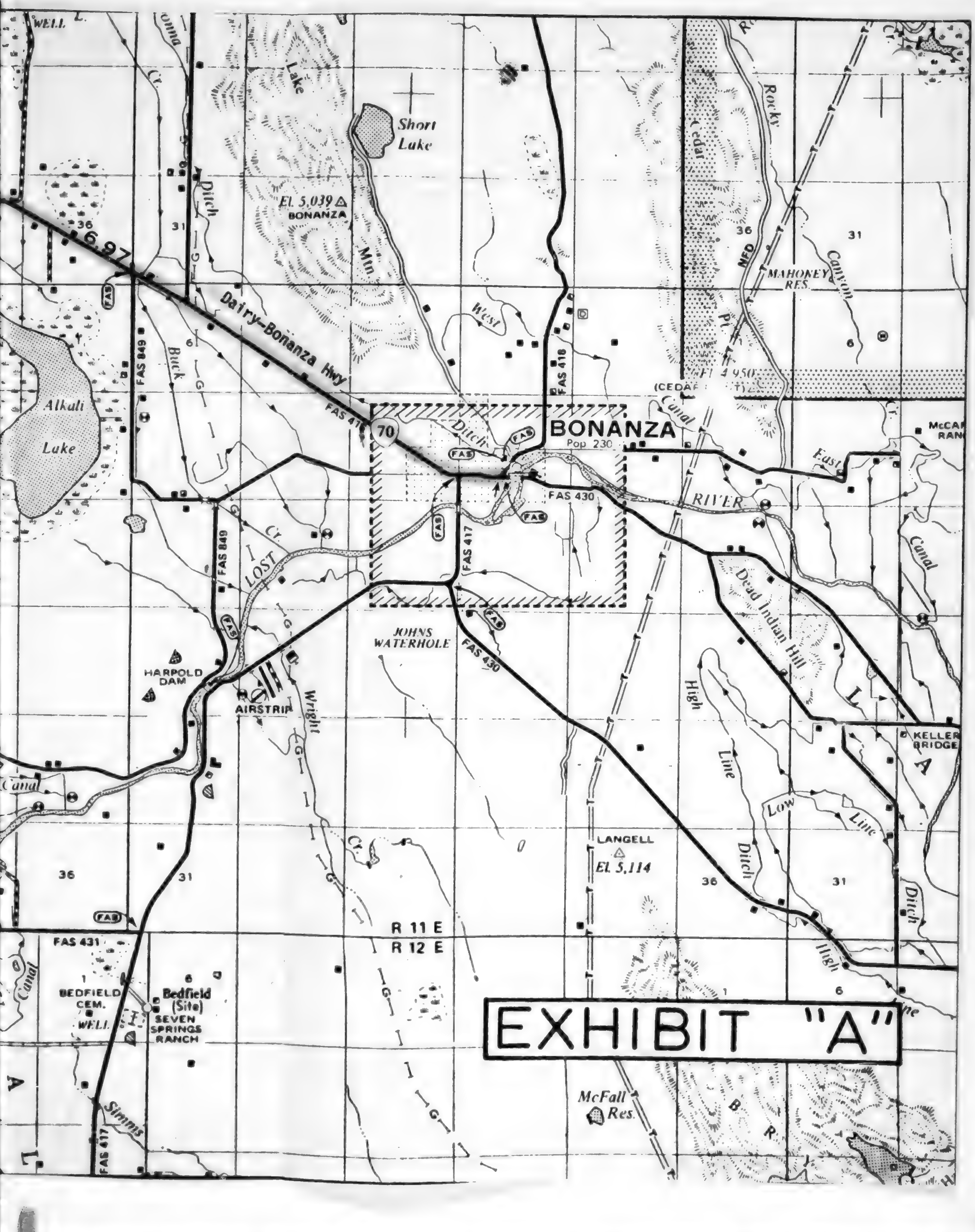

WELL
Lake
Short Lake
El. 5,039
BONANZA
Mtn
Ditch
Cr.
36
31
6.97
Dairy-Bonanza Hwy
FAS
FAS 849
Buck
Alkali Lake
West
FAS 416
Cedar
Rocky
Canyon
MAHONEY RES.
El. 4,950
(CEDAR
Canal
FAS 417
70
BONANZA
Pop 230
FAS 430
RIVER
East
McCA RANC
LOST
Cr.
JOHNS WATERHOLE
HARPOLD DAM
AIRSTRIP
Wright
Dead Indian Hill
High
Line
Ditch
Low
Line
KELLER BRIDGE
LANGELL
El. 5,114
R 11 E
R 12 E
FAS 431
BEDFIELD CEM.
WELL
Bedfield (Site)
SEVEN SPRINGS RANCH
Simms
McFall Res.
High
Line

EXHIBIT "A"

Mr. Burco presented to the Commission the following tentative agenda for the policy development meeting set for January 13, 1976.

Tentative Agenda Items
January Policy Development Meeting

(1) Status Report and Discussion - Transportation Policy Document

(2) Issue Formulation of Policy Task Forces
  Intergovernmental Relations
  Land Use
  Public Transportation
  Financing
  Decentralization
  Regulation

(3) Willamette Valley Transit Program Review

(4) 1977-79 Program Plan

(5) Invited Participation - Energy, LCDC, other Departments

(6) How Does the Commission/Staff Relationship Proceed from Here on Policy Development Matters

(7) Adoption of the Director's Report of last year as a background document.

Mr. Klaboe mentioned another item that should be included on the January agenda is to take action on a Federal rule requiring the Department to reclassify the entire road system in the State.

DELEGATION

A delegation representing Klamath County appeared before the Commission to request a change in priorities in the Six Year Construction Program by deleting the improvement of the Malin Junction-Henley Section of Highway No. 39 (Klamath Falls-Malin Highway) in the Secondary Rural Program and committing these funds to the Southside Bypass, FAS No. 959. The following people were present: Bryant Williams, County Commissioner; Alvin Cheyne, Chairman, County Roads Advisory Committee; Lyle Smith, Director, Public Works; and Earl Kessler, Assistant County Engineer.

Bryant Williams mentioned that on August 14, 1975, a group met with Fred Klaboe and discussed the proposal that is being presented today. He thanked Mr. Klaboe and staff for their assistance concerning this matter.

Alvin Cheyne stated that in 1936 there was a study made on the road system within the suburban and City of Klamath Falls area to see what could be done to correct it. This survey called for another crossing on the Klamath River, but it was too costly. Another study was made in the 1940's by another firm with the same recommendations. He indicated that there are several north-south roads and one major east-west road (South Sixth Street). The only other east-west route is approximately five miles south. The County has looked at several other locations but could not handle due to the high cost of construction. Mr. Cheyne said the location that the County is recommending today is shown in red on the wall map and on the little handout map which is attached to the South Bypass Action Plan. (Copy on file in the Commission's files, Salem.) He said that this route is the only way that would remove log trucks and other commercial trucking off Main Street in downtown Klamath Falls. He said his group has met with the City, County, Chamber of Commerce, timber industry, mills, loggers, farmers, cattlemen, labor groups and others and all agree 100 percent to this plan.

Lyle Smith pointed out that the yellow line on the map is the proposed truck route which was adopted by a truck route committee. The truck route is an integral part of this whole unit and without the Southside Bypass it just won't work. He said that their group is proposing that the $3.9 million 1980 estimated cost on Highway 39 be transferred onto the westerly section of the Southside Bypass from Washburn Way to Highway 97. This is a direct connection with the interchange of 97 and 66 and then connects over to Highway 140 on the Orindale Road. The current estimated cost of this westerly leg from 97 to Washburn Way is $4.2 million, which includes the bridge over Klamath River, one railroad overpass and a truck route interchange. The 1980 escalated cost is $5.3 million which leaves the County shy $1.4 million. It is planned to use FAS-C Funds for this project. The Association of Oregon Counties recently approved a new formula distribution and now the counties can borrow ahead five years in advance and the deadline to commit these funds is 1978. He said the County is proposing to purchase all rights-of-way for the Bypass and the truck route just as soon as the Commission gives approval on transferring these funds. It is planned to finance all construction costs from Washburn Way to Highway 39 and will construct without Federal or State aid. The estimated cost of this section is $1.2 million and the County will begin construction in 1978 and complete by 1981.

Chairman Jackson informed the delegation that the Commission would have to defer the decision until February 1976 as the Federal Aid Highway Act containing Oregon's apportionment is expected to be passed by late February. The Chairman also stated that the Commission would cooperate with the County by recognizing their priorities.

1859

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 14, 1978

Board of County Commissioners
Klamath County
County Courthouse
Klamath Falls, Oregon 97601

ATTN: Nell Kuonen
Chairman of the Board

RE: Klamath Falls
Southside Bypass

The State has started the Final Environmental Impact Statement as requested in your June 8, 1978 letter.

A Project Manager from our Environmental Section has been in contact with Earl Kessler of your staff. The Environmentalist estimates an approximate six month completion date including necessary Federal Highway Administration review.

Your explanation that Klamath County will construct Unit No. 2 without Federal funds facilitates the final environmental process.

We have noted your selection of the Northerly Route (Alternate No. 1) and are taking the necessary follow-up actions.

We also note your offer to "exchange . . . roadways" with the State "to facilitate adequate funding". Mr. Fred Klaboe, Assistant Director for Operations, plans to visit Klamath Falls in early August to discuss overall highway matters in the area. You and your board will have the opportunity to discuss this and other local highway issues with him personally.

Very truly yours,

Gerald Wimer

Gerald Wimer
Local Government Manager

GW:cw
cc: Fred Klaboe
Dale Allen
Gary Potter

Blind note to Fred Klaboe - A complete copy of the Board's June 8, 1978 letter is attached. Also my July 13 letter to you and its attachments as well as current Klamath County FAS-C funding status.

RECEIVED
DOT OPERATIONS

JUL 17 '78

REFER TO
B/up 8-1

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Klamath County
FAS-C Fund Status

The PE for the Southside Bypass of Klamath Falls was authorized on February 24, 1976 for a total cost of $350,000. This requires $301,000 of Federal funds and $24,500 each from County and State.

Date	Fiscal Year	Federal Funds	Matching Funds County	Matching Funds State	Total Funds	Years Accrued
Oct. 1, 1975	1976	422,779	34,411	34,411	491,601	5.3
Feb. 24. 1976	--	121,779	9,911	9,911	141,601	1.54
Oct. 1, 1976	1977	200,633	16,330	16,330	233,293	2.54
Oct. 1, 1977	1978	279,487	22,747	22,747	324,981	3.54
Oct. 1, 1978	1979	358,341	29,165	29,165	416,671	4.54
Oct. 1, 1979	1980	437,195	35,582	35,582	508,360	5.54
5 year advance		394,270	32,090	32,090	458,450	5.0
May 1, 1980, 5 years with 5 year advancement		788,540	64,184	64,184	916,908	10.0
May 1, 1980, 5.54 year carryover with 5 year advancement		831,465	67,683	67,683	966,810	10.54
Yearly Allocation		78,854	6,418	6,418	91,691	

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO

TO: F. B. Klaboe
Assistant Director for Operations

DATE: July 13, 1978

FROM: Gerald Wimer Gerald Wimer
Local Government Manager

SUBJECT: Klamath Falls Southside Bypass

Klamath County held the Southside Bypass hearing and adopted the Northerly (Alternate No. 1) Route. See the attached June 8, 1978 letter and sketch map.

Gary Potter needs six months to complete the Final EIS.

Klamath County does not have sufficient FAS-C funds to construct this project, estimated to cost in excess of $5,100,000. They have authorized $350,000 of preliminary engineering. Present FAS-C funds, plus accruals and likely advancements, amount to approximately $1,050,000 or a total of $1,400,000 which the County proposes to put towards this project. This leaves over $3,700,000 needed to complete financing of the project.

A Klamath County delegation met with the OTC December 18, 1975. They proposed utilizing the $3,900,000 set up for Malin Junction-Henley in the May 30, 1975 Six-Year Program to fund the remainder. A copy is attached.

That same year on August 14, 1975 you met Klamath County representatives, directing them to Six-Year Program meetings scheduled for the next Spring. I'm sure they appeared but neither project appears in subsequent Six-Year Programs.

The June 8, 1978 letter offers to accept existing state highways as county roads, providing we take over the Southside Bypass. They would assist with the indicated funding.

May we have your authorization to negotiate such an exchange. Or do you want us to again refer Klamath County to the next series of Six-Year meetings. Obviously the agreement could not obligate the State to completion within any given period of time.

GW/a
Attachments
cc Gary Potter
    Dale Allen

OREGON STATE HIGHWAY DIVISION

SIX YEAR
CONSTRUCTION PROGRAM

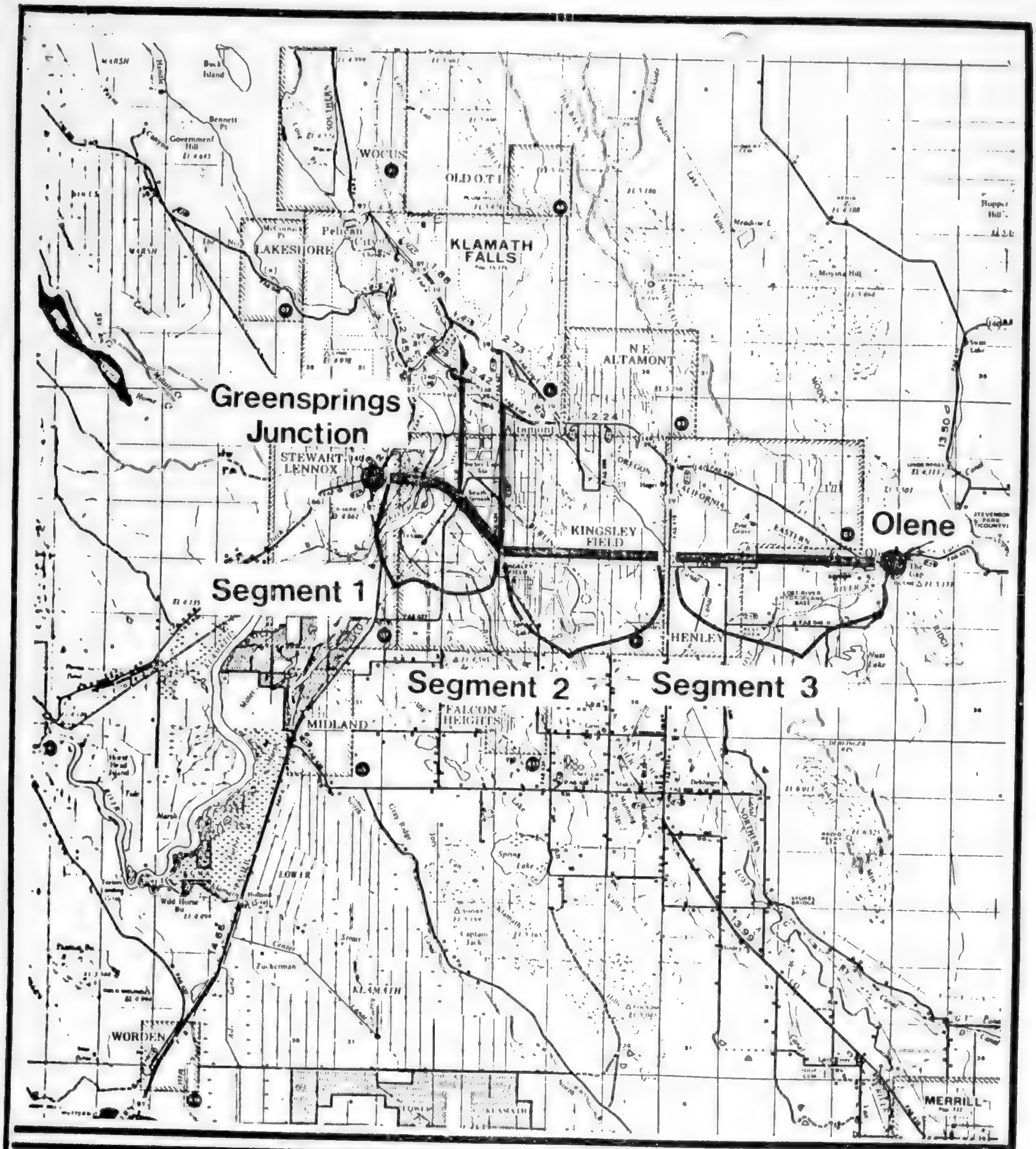
JANUARY 1975 TO JUNE 30, 1981

APPROVED BY
TRANSPORTATION COMMISSION
MAY 30, 1975

ECONDARY RURAL

Map Index No.	Hwy. No.	County	Route No.	Region	Hwy. Name	Section	Category	Work	Construction Estimate 1974 ($1,000)	Program Construction Estimate ($1,000)
						F.Y. 1975				
101	• 20	Lake	OR 140	4	Klamath Falls-Lakeview	Five Corners-Lakeview	III	Surface Reconstruction	460	460
102	• 49	Harney	US 395	4	Lakeview-Burns	Riley-Lake Co. Line	III	Surface Reconstruction	1,000	1,000
103	• 150	Yamhill	OR 221	2	Salem-Dayton	M.P. 2.2-M.P. 2.8	III	Grade-Pave	226	226 C
104	• 150	Polk	OR 221	2	Salem-Dayton	Oak Crest Farms	III	Grade-Pave	223	223 C
105	• 162	Marion	OR 22	2	N. Santiam	Lancaster Drive-Deer Park O'xing	III	Surface Reconstruction	240 †	240 †C
106	• 242	Coos	-	3	Powers	Broadbent (MP 1.3-3.9)	II	Grade-Pave-Structure	2,250	2,250
107	• 272	Jackson	OR 238	3	Jacksonville	Ruch Section	III	Grade-Pave	300	300C
108	• 390	Wheeler	OR 207	4	Service Cr.-Mitchell	N. Unit, Richmond Jct.-Girds Cr. Rd.	III	Grade-Pave-Structure	733	733C
109	• 456	Malheur	US 95	5	I.O.N.	Cow Creek Bridge	III	Grade-Pave-Structure	282	282 C
110	• 456	Malheur	US 95	5	I.O.N.	Succor Creek Bridge	III	Grade-Pave-Structure		
111	• 456	Malheur	US 95	5	I.O.N.	Jordan Valley-Jordan Creek	III	Grade-Pave	1,500	1,500C
								R/W & P.E.		200
								Total Est. Cost 1975		7,414
						F.Y. 1976				
112	105	Clatsop	-	2	Warrenton-Astoria	Skipanon R. (Warrenton) Br.	II	Grade-Pave-Structure	2,000	2,200
113	191	Polk	OR 223	2	Kings Valley	Ritner Cr. Bridge	II	Approaches	270	300 †
								R/W & P.E.		700
								Total Est. Cost 1976		3,200
						F.Y. 1977				
114	26	Hood River	OR 35	1	Mt. Hood	Mt. Hood P.O.-Willow Flat Rd., N. Unit		Grade-Pave	2,700	3,400 † X
115	333	Umatilla	OR 207	5	Hermiston	Hermiston-Hat Rock		Grade-Pave-Bikeway	1,700	1,900 † X
								R/W & P.E.		700
								Total Est. Cost 1977		6,000
						F.Y. 1978				
116	242	Coos	-	3	Powers	Rowland Cr. Unit (MP 13.2-14.1)	II	Grade-Pave	800	1,120
117	242	Coos	-	3	Powers	Baker Cr. (MP 15.2-15.8)	II	Grade-Pave	500	700
								R/W & P.E.		500
								Total Est. Cost 1978		2,320
						F.Y. 1979				
118	140	Marion	OR 214	2	Hillsboro-Silverton	Four Corner-Woodburn (6.5 mi.)	III	Grade-Pave-Structure	870	1,200
119	242	Coos	-	3	Powers	Powers Wayside (MP 6.8-8.1)	II	Grade-Pave	1,000	1,400
120	272	Jackson	OR 238	3	Jacksonville	Jacksonville Section	I	Grade-Pave-Structure-Sign	1,100	1,500
								R/W & P.E.		500
								Total Est. Cost 1979		4,600
						F.Y. 1980				
121	50	Klamath	OR 39	4	K. Falls-Malin	Malin Jct.-Henley	II	Grade-Pave-Sign	2,800	3,900 X
								R/W & P.E.		500
								Total Est. Cost 1980		4,400

†Dual Funds
*Accelerated Contracting Schedule

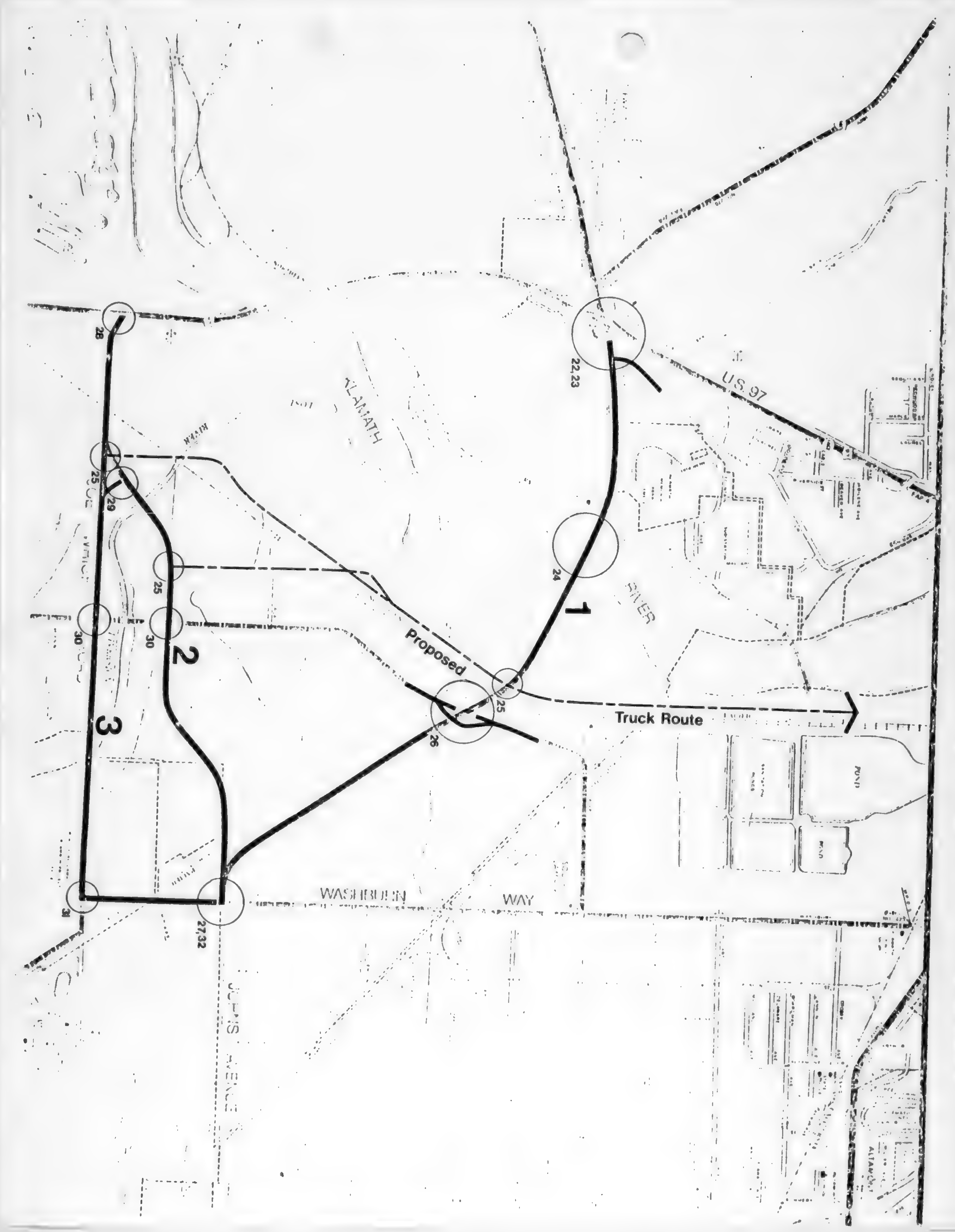

Greensprings Junction
Segment 1
Segment 2
Segment 3
Olene
WOCUS
OLD O.T.I.
LAKESHORE
KLAMATH FALLS
N.E. ALTAMONT
STEWART LENNOX
KINGSLEY FIELD
HENLEY
MIDLAND
FALCON HEIGHTS
WORDEN
MERRILL

Legend

Project Area

Figure 1A

Klamath Falls Southside Bypass


U.S. 97
KLAMATH
RIVER
Proposed
Truck Route
WASHBURN WAY
POND
1
2
3
22,23
24
25
25
25
26
27,32
28
29
30
30
31

The actual construction cost estimates are based on preliminary design studies conducted for each of the "build" alternatives. Construction cost estimates are based on actual "in-place" expenses, including labor, for 1977. In addition, a 10 percent increase is included on all roadway-related expenses to account for miscellaneous items. An additional 30 percent accounts for contingencies such as engineering and surveying fees.

Cost estimates for land acquisition are for the purchase of additional rights-of-way not currently in public ownership. Land values per acre were determined for 1977 by consulting with the Klamath County Assessor's Office, and with the Oregon State Highway Department Right-of-Way Acquisition Section (18). Anticipated land values range from $1,500 to $5,000 per acre for Alternative 1, and are about $1,500 per acre for Alternatives 2 and 3.

Other special costs incurred as a result of the construction of a bypass alternative vary according to individual circumstances, and are based on 1977 estimates. Table 14 lists the cost estimates for each alternative for the three categories described above.

Table 14

Cost Estimates in 1977 Dollars (Thousands)

	Alternative 1 Greensprings	Alternative 2 Johns Ave. Extension	Alternative 3 Joe Wright Rd.	No-Action Alternative
Actual Construction				
Roadways + 10%	$1,421	$ 981	$ 461	---
Contingency (30%)	426	294	138	---
Bridges	3,135	302	---	---
Subtotal	4,982	1,577	599	---
Land Acquisition	132	49	12	---
Utility Relocation Transmission Lines	19	---	---	---
Total Capital Cost	$5,133	$1,626	$ 611	0
Highway 97 Bridge Replacement		$3,518	$3,518	

BOARD OF COUNTY COMMISSIONERS

KLAMATH COUNTY OREGON

COUNTY COURTHOUSE -:- KLAMATH FALLS, OREGON 97601

June 8, 1978

[illegible]ECT MANAGEMENT
LCL CCE FAE OM CPE
JUN 15 1978

Mr. David Moehring, Manager
Program Management Section
Oregon State Highway Division
State Highway Building
Salem, OR 97310

REF: KLAMATH FALLS
SOUTHSIDE BY-PASS

Dear Mr. Moehring:

Rote letter [illegible] copy of this [illegible]

Please consider this letter as our official request for the State Highway Division to complete the Final Environmental Impact Statement on the Southside By-Pass. A project application form for F.A.S. (c) funding is being processed.

Klamath County is presently committed to this project. A contract has been awarded to Stukel Rock & Paving Company and construction is underway on the State Highway 39 to Homedale Road Section (portion of Segment No. 2). A nine-year road construction program has been adopted by Klamath County and approved by the City of Klamath Falls, a copy of which is enclosed. You will note that Segment No. 2 is scheduled to be completed between State Highway 39 and Washburn Way in 1981. The Westerly Leg (Segment No. 1) from Washburn Way to State Highway 97 and the Truck Route is scheduled to begin construction in 1981.

Segment No. 2 (central Segment from State Highway 39 to Washburn Way) will be constructed entirely with County funds. The right-of-way is being purchased with County funds through an agreement with your Agency with the majority of the purchases being completed to date. Segment No. 2 will be constructed independently with no dependence upon Segment No. 1. It is a viable segment without completion of Segment No. 1.

c. Swore 6-20-78 SN
1 copy resolution

Enclosed is our Resolution adopting the Northerly Route (Alternate No. 1) as the official route of Segment No. 1 from Washburn Way to State Highway 97. This is a F.A.S. (c) project and the draft Environmental Impact Statement has been completed by consultants Wilsey & Ham. Segment No. 2 was not included in this Statement except as an "over view" because of the information included in the above paragraph.

Klamath County will make a monetary commitment to Segment No. 1 by utilizing all of our present F.A.S. (c) funds, the amount accruing by 1981 and the maximum borrow ahead of five (5) years at that time. The local matching fund ratio in effect at that time will be paid by Klamath County. The County will also enter into negotiations with the O.S.H.D. for an exchange of roadways. The Southside

cc. [illegible] Willis 7-11-78
SN

By-Pass must be under State jurisdiction to facilitate adequate funding. The County will accept local roads under State jurisdiction as found to be mutually agreeable during negotiations.

Sincerely yours,

BOARD OF COUNTY COMMISSIONERS

Nell Kuonen
Nell Kuonen, Chairman of the Board

Floyd L. Wynne
Floyd L. Wynne, County Commissioner

Lloyd Gift
Lloyd Gift, County Commissioner

Enclosures (2)
cc: Garry Potter
Tom Arnold
Larry Asburry

BOARD OF COUNTY COMMISSIONERS

IN AND FOR THE COUNTY OF KLAMATH, STATE OF OREGON

In the Matter of Adoption)
of the Northerly Route of)
the Southside By-Pass)

RESOLUTION

WHEREAS, the Southside By-Pass has been proposed since 1959, and

WHEREAS, the decision has been made to proceed with construction of the By-Pass and construction has actually begun on the portion of the central segment (Segment No. 2) between State Highway 39 and Homedale Road, and

WHEREAS, the consultant firm of Wilsey & Ham has completed a draft Environmental Impact Statement for the westerly segment (Segment No. 1), and

WHEREAS, the vast majority of public comment received on the dEIS favored Alternate No. 1 (the Northerly Route), and

WHEREAS, the County Roads Advisory Committee, Chamber of Commerce, truckers and timber industry officials, city and county officials all favor Alternate No. 1; now

THEREFORE, IT IS HEREBY RESOLVED that the Klamath County Board of Commissioners adopt the northerly route of Segment No. 1, which is Alternate No. 1 as shown in the Klamath Falls Southside By-Pass Draft Environmental Impact Statement, as the official route of the Southside By-Pass.

DONE AND DATED this 9th day of June, 1978.

KLAMATH COUNTY BOARD OF COMMISSIONERS

Dell Kuonen Chairman of the Board

Floyd L. Wynne County Commissioner

Floyd Gift County Commissioner

cc [illegible]

PROPOSED COUNTY CONSTRUCTION PROGRAM

FISCAL YEAR JULY 1, 1976 TO JUNE 30, 1977

RIGHT-OF-WAY ACQUISITION	$100,000.00
Southside Bypass	
BRIDGE CONSTRUCTION	$ 90,000.00

OFF SYSTEM MATCHING FUNDS

Squaw Flat Road	$ 66,000.00
Grade & Base 4 miles	

F.A.U. MATCHING FUNDS

Shasta Way	$ 33,550.00

F.A.S. FUNDS

Available Funds	$200,000.00

F.A.U. FUNDS

Available Funds	($-27,000.00)

January, 1977

FISCAL YEAR JULY 1, 1977 TO JUNE 30, 1978

SUMMERS LANE	$400,000.00
Grade, Base & Pave 1.2 miles	
SQUAW FLAT ROAD	$250,000.00
Grade & Base 3.62 miles	
BRIDGE CONSTRUCTION	$ 90,000.00
OFF-SYSTEM MATCHING FUNDS	
Homedale Bridges (2)	$ 23,000.00
F.A.S. FUNDS	
Available Funds	$278,000.00
F.A.U. FUNDS	
Available Funds	$120,000.00

FISCAL YEAR JULY 1, 1978 TO JUNE 30, 1979

SOUTHSIDE BYPASS	$500,000.00
Grade, Base & Pave 1.25 miles	
BRIDGE CONSTRUCTION	$100,000.00
OFF-SYSTEM MATCHING FUNDS	$ 25,000.00
(Bridges)	
F.A.U. MATCHING FUNDS	
(Fremont Bridge, total cost = $640,000.00 at 7%)	$ 45,000.00
F.A.S. FUNDS	
Available Funds	$356,000.00
F.A.U. FUNDS	
Available Funds (to date)	$267,000.00
(Advance Borrow = $283,000.00) Total Available	($550,000.00)

FISCAL YEAR JULY 1, 1979 TO JUNE 30, 1980

SOUTHSIDE BYPASS	$400,000.00
Grade, Base & Pave 0.75 mile	
JOE WRIGHT BRIDGE	$150,000.00
BRIDGE CONSTRUCTION	$100,000.00
OFF-SYSTEM MATCHING FUNDS	$ 25,000.00
(Bridges)	

F.A.S. FUNDS

Available Funds	$434,000.00

F.A.U. FUNDS

Available Funds	($-136,000.00)

FISCAL YEAR JULY 1, 1980 TO JUNE 30, 1981

SOUTHSIDE BYPASS	$530,000.00
Grade, Base & Pave 1 mile	
BRIDGE CONSTRUCTION	$100,000.00
OFF-SYSTEM MATCHING FUNDS	$ 25,000.00
(Bridges)	

F.A.S. MATCHING FUNDS

Southside Bypass (7%)	$ 98,000.00
Less P.E. & E.I.S. (1976)	$ 24,000.00
Total	$ 74,000.00

F.A.S. FUNDS

Available Funds	$512,000.00	
With five-year borrow	$902,000.00	available
1976, P.E. Commitment	$301,000.00	
Total Available	$1,203,000.00	

F.A.U. FUNDS

Available Funds	$ 11,000.00

FISCAL YEAR JULY 1, 1981 TO JUNE 30, 1982

TRUCK ROUTE

Fill, Grade & Base 0.75 mile at $650,000.00............$490,000.00
(Total estimate = $1,630,000.00)

(Based on assumption City and O.S.H.D. agree to apply all accruing F.A.U. Funds on Homedale Road & Altamont Drive, with total of both jobs estimated at $1,723,000.00 -- County to provide local match money.)

BRIDGE CONSTRUCTION..$100,000.00

OFF-SYSTEM MATCHING FUNDS......................................$ 25,000.00

(Bridges)

F.A.S. FUNDS

Available Funds..($-312,000.00)

F.A.U. FUNDS

Available Funds..$158,000.00

FISCAL YEAR JULY 1, 1982 TO JUNE 30, 1983

TRUCK ROUTE	
Fill, Grade & Base 0.75 mile at $650,000.00	$490,000.00
BRIDGE CONSTRUCTION	$100,000.00
OFF-SYSTEM MATCHING FUNDS (Bridges)	$ 25,000.00
F.A.U. MATCHING FUNDS	
Homedale Road - 1 1/4 miles	$ 35,000.00
F.A.S. FUNDS	
Available Funds	($-234,000.00)
F.A.U. FUNDS	
Available Funds	$305,000.00
Advance borrow	($-92,000.00)

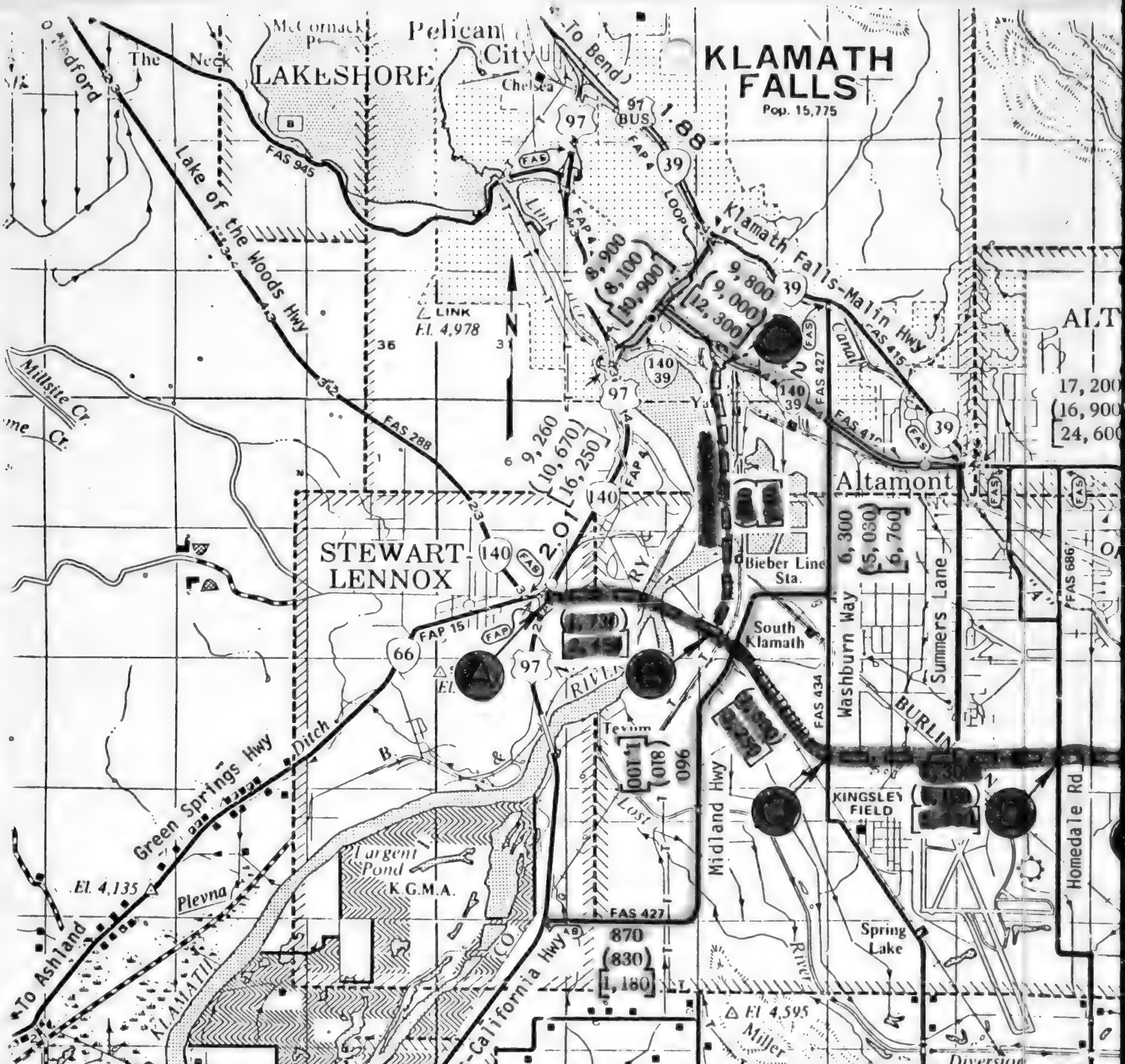
FISCAL YEAR JULY 1, 1983 TO JUNE 30, 1984

TRUCK ROUTE	
Fill, Grade & Base 0.75 mile at $400,000.00 (to Spring Street interchange)	$300,000.00
BRIDGE CONSTRUCTION	$110,000.00
OFF-SYSTEM MATCHING FUNDS (Bridges)	$ 25,000.00
F.A.U. MATCHING FUNDS	
Homedale Road - 1 mile	$ 26,000.00
F.A.S. FUNDS	
Available Funds	($-156,000.00)
F.A.U. FUNDS	
Available Funds	$ 55,000.00
Advance borrow	($-263,000.00)

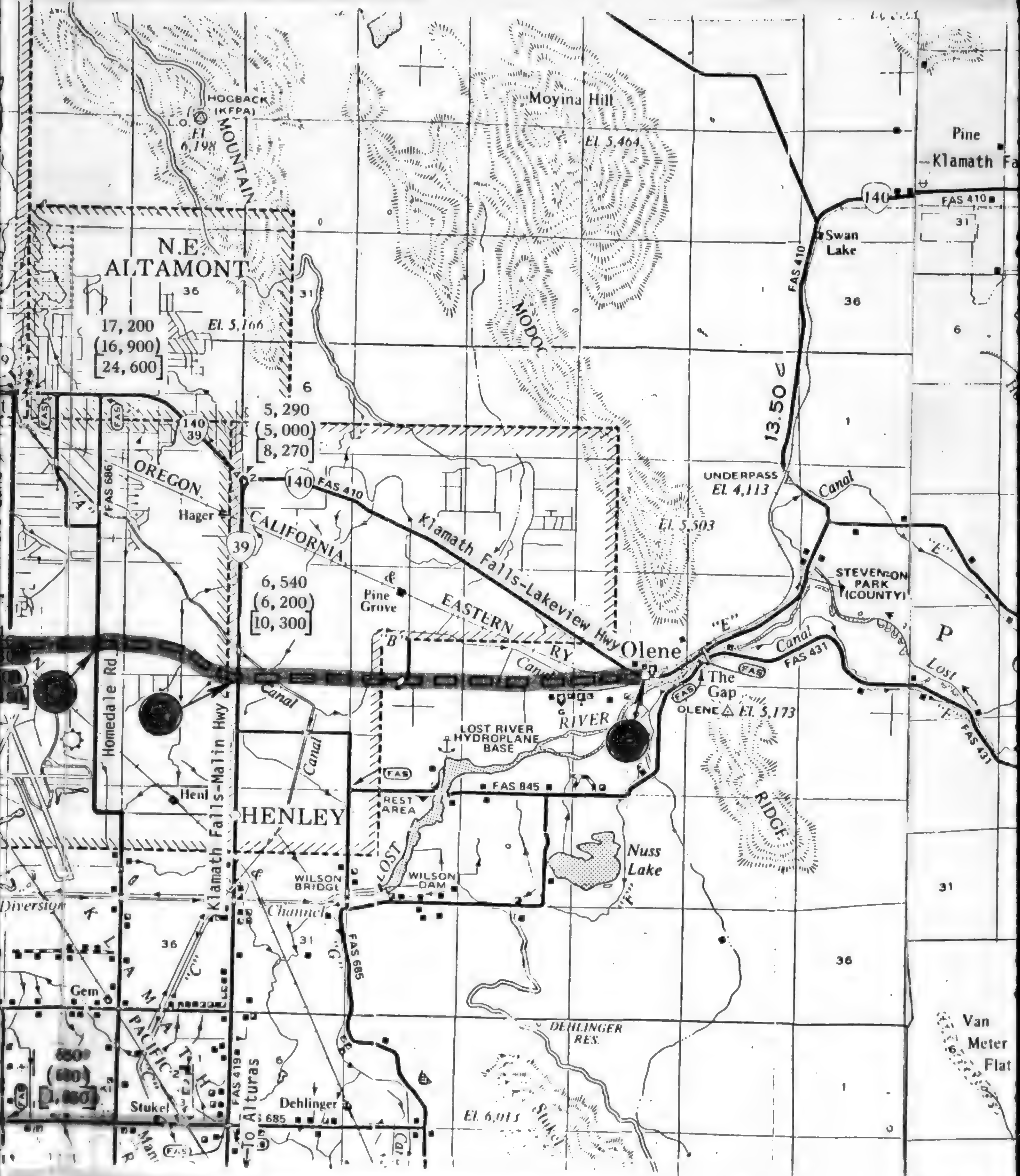
FISCAL YEAR JULY 1, 1984 TO JUNE 30, 1985

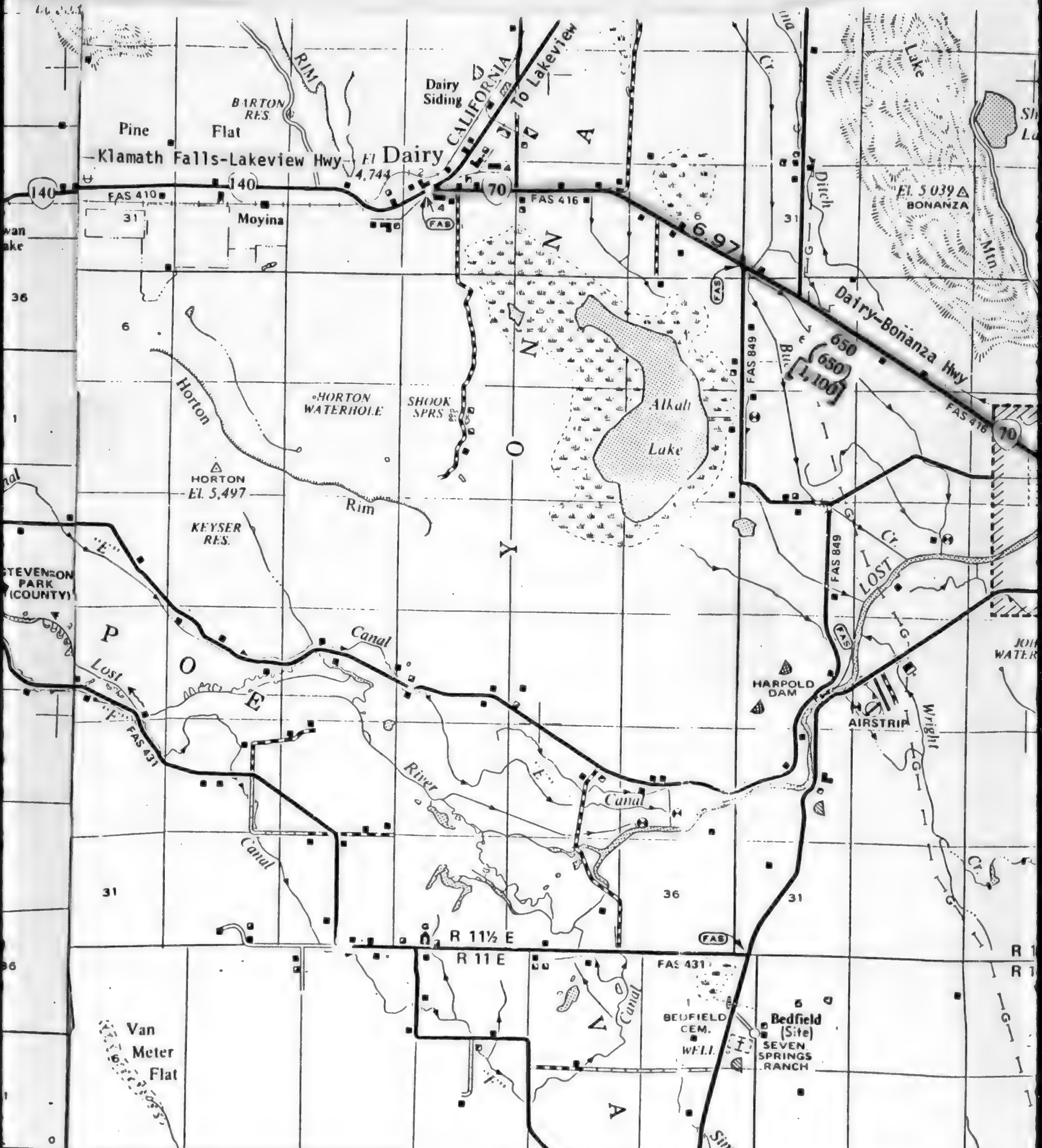
TRUCK ROUTE	
Pave 2 1/4 miles at $150,000.00 per mile±	$350,000.00
BRIDGE CONSTRUCTION	$110,000.00
OFF-SYSTEM MATCHING FUNDS (Bridges)	$ 25,000.00
F.A.S. FUNDS	
Available Funds	($-78,000.00)
F.A.U. FUNDS	
Available Funds	($-116,000.00)

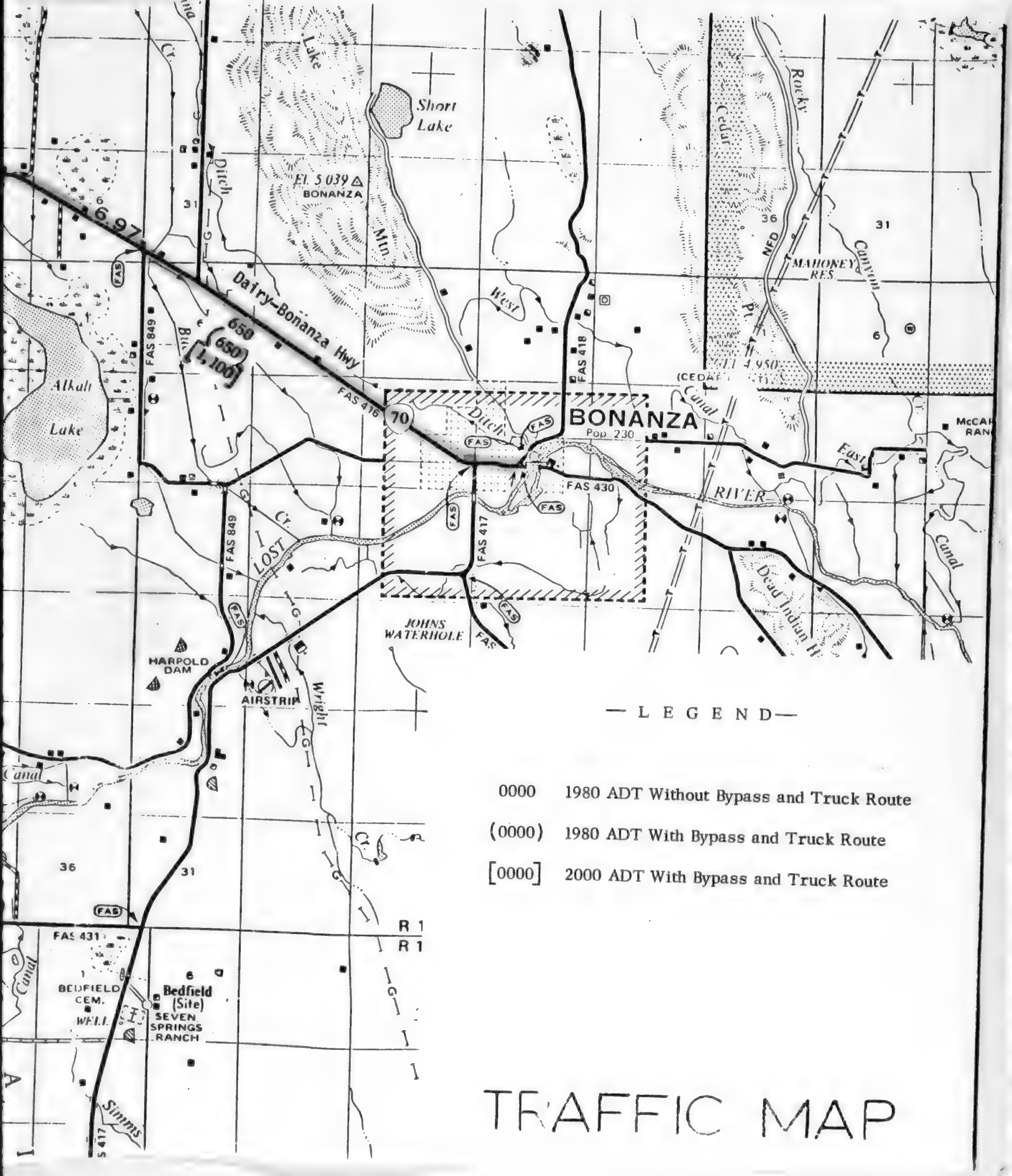
NOTE: At F.A.U. Fund accumulation rate of $147,000 per year and a three-year advance borrow, Altamont Drive estimated to be constructed in F.Y. 1987-88 at a cost of $891,000. County F.A.U. Matching Funds = $62,370. (7%)



KLAMATH FALLS
Pop. 15,775
Pelican City
McCormack
LAKESHORE
The Neck
Chelsea
To Bend
To Medford
Lake of the Woods Hwy
FAS 945
FAS 288
97
97 BUS
39
1.88
FAP 4
LOOP
Link
FAS
Klamath Falls-Malin Hwy
FAS 415
FAS 427
FAS 416
8,900
(8,100)
[10,900]
9,800
(9,000)
[12,300]
LINK
El. 4,978
N
36
31
Millsite Cr.
Cr.
140
39
9,260
(10,670)
[16,250]
2.01
ALT
17,200
(16,900)
[24,600]
Altamont
Bieber Line Sta.
6,300
(5,030)
[6,760]
Washburn Way
Summers Lane
FAS 686
STEWART-LENNOX
140
FAS
66
FAP 15
FAP
South Klamath
97
A
B
C
D
RIVER
Texum
900
(810)
[1100]
Midland Hwy
FAS 434
BURLINGTON
KINGSLEY FIELD
Homedale Rd
Green Springs Hwy
Ditch
Lost
Spring Lake
Largent Pond
K.G.M.A.
El. 4,135
Plevna
To Ashland
FAS 427
870
(830)
[1,180]
The Dalles-California Hwy
KLAMATH
El. 4,595
Miller Hill
Diversion
Miller
Spring
FALCON HEIGHTS
MIDLAND
Gem
31
36
FAS
FAS 428
To Weed
Marsh
FAP 4
500
(480)
[800]
650
(630)
[1,050]
Lower Klamath Hwy
FAS 414
FAS
6
1


HOGBACK (KFPA)
L.O.
El. 6,198
MOUNTAIN
Moyina Hill
El. 5,464
Pine
Klamath Fa
140
FAS 410
31
N.E. ALTAMONT
36
17,200
(16,900)
[24,600]
El. 5,166
31
MODOC
Swan Lake
FAS 410
36
6
13.50
1
5,290
(5,000)
[8,270]
140
39
FAS
OREGON
CALIFORNIA
EASTERN
RY
FAS 686
"A"
Hager
39
140
FAS 410
Klamath Falls-Lakeview Hwy
UNDERPASS
El. 4,113
Canal
El. 5,503
"E"
STEVENSON PARK (COUNTY)
6,540
(6,200)
[10,300]
Pine Grove
"B"
Canal
Olene
"E"
The Gap
FAS
FAS 431
Canal
OLENE El. 5,173
P
Lost
FAS 431
Homedale Rd
Klamath Falls-Malin Hwy
Canal
Canal
LOST RIVER HYDROPLANE BASE
RIVER
FAS
FAS 845
REST AREA
Henl
HENLEY
RIDGE
Nuss Lake
LOST
WILSON BRIDGE
WILSON DAM
31
Diversion
Channel
K
L
A
M
A
T
H
"C"
36
31
"G"
FAS 685
"F"
36
Gem
PACIFIC
FAS 419
To Alturas
6
DEHLINGER RES.
Van Meter Flat
6
Stukel
Dehlinger
685
El. 6,013
Stukel
Man
R
FAS


Pine
Flat
BARTON RES.
RIM
Dairy Siding
CALIFORNIA
To Lakeview
Klamath Falls-Lakeview Hwy
El 4,744
Dairy
140
FAS 410
Moyina
70
FAS 416
6.97
Ditch
Cr.
Lake
El. 5 039
BONANZA
Mtn
Dairy-Bonanza Hwy
650
(650)
[1,100]
FAS 849
Alkali
Lake
Horton
HORTON WATERHOLE
SHOOK SPRS
HORTON
El. 5,497
Rim
KEYSER RES.
STEVENSON PARK (COUNTY)
LOST
Cr.
HARPOLD DAM
AIRSTRIP
Wright
Cr.
P
O
E
Y
O
N
N
A
V
A
Canal
Lost
River
Canal
FAS 431
Canal
R 11½ E
R 11 E
FAS 431
BEDFIELD CEM.
WELL
Bedfield (Site)
SEVEN SPRINGS RANCH
Simms
Van Meter Flat
36
31
6
1
36
31
36
31
6
FAS 417


Short Lake
El. 5 039
BONANZA
Lake
Mtn
Ditch
Cr
Cedar
Rocky
NED
Pt
36
31
6
MAHONEY RES.
Canyon
6.97
Dairy–Bonanza Hwy
650
(650)
[1,100]
FAS 849
FAS 416
70
Alkali Lake
West
FAS 418
BONANZA
Pop 230
FAS
FAS 430
FAS 417
RIVER
East
Canal
McCAR RANC
Dead Indian H
LOST
Cr
JOHNS WATERHOLE
HARPOLD DAM
AIRSTRIP
Wright
Canal
36
31
FAS 431
BEDFIELD CEM.
WELL
Bedfield (Site)
SEVEN SPRINGS RANCH
Simms
R 1
R 1

—LEGEND—

0000	1980 ADT Without Bypass and Truck Route
(0000)	1980 ADT With Bypass and Truck Route
[0000]	2000 ADT With Bypass and Truck Route

TRAFFIC MAP

K falls

Salem, Oregon
October 10, 1978

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Engineering

Final EIS
Klamath Falls Bypass

Dale Allen
Region 4 Engineer

The Engineering Section will be involved with the Environmental Section and Region 4 in developing the information needed to complete the final EIS for the county on the Klamath Falls Bypass.

A meeting is scheduled in Klamath Falls for Monday, October 16, in Mr. Wayne Cobine's office to define alternates and responsibilities, and to establish a completion date. It is proposed that all the necessary information can be submitted to the Environmental Section within the next 60 days.

George Wills, Bob Ewen and Tom Arnold will participate in the meeting with the Resident Engineer on Monday. Gary Potter will be contacting Klamath County so a representative from the county can be present at the meeting.

JHV:jh
cc: Gary Potter
J. B. Boyd
Frank Terpin
Wayne Cobine

RECEIVED
OCT 10 1978
ENGINEERING SECTION

___ Versteeg ___
___ Christensen ___
___ George ___
/ Olson ___
___ Terpin ___
___ Sullivan ___
___ Scott ___
___ Anderson ___

___ Trout ___
Do Not File ☐
Return To ___
Bring Up ___/___/___
Action ___

10,171

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 29, 1978

FILE:

FROM: J. H. Versteeg
Engineering

SUBJECT: Engineering Data
DEIS-FEIS

TO: MEMO TO THE FILES

A meeting is scheduled at 9:00 a.m. Tuesday, October 10, 1978, in this office to discuss ways of providing engineering data to the Environmental Section in a more orderly manner. The intent is to avoid delays and loss of effort in completing draft and environmental statements.

It is suggested that Frank Terpin will be responsible to obtain or develop all necessary information on rural highway projects. Adrian Olson will assume a greater responsibility for urban projects. He will be asked to supply data, assist in developing information and, in the case of Region 1 and Metro projects, will act as liaison and expeditor to the extent possible.

Frank Terpin and Adrian Olson will be asked to share this responsibility and share manpower to carry out this assignment. They will establish a completion date when the information will be supplied to the Environmental Section for their use. A monthly meeting is suggested to discuss mutual problems.

The following people are invited to attend the meeting:

Frank Terpin
George Wills
Adrian Olson
Gary Potter
Cam Gilmour
Arch Judson
Willis Hackleman
Duane Christensen
Hal Versteeg

The following list of projects will be discussed in detail.

Project	Data
Sutton Lake-Florence Document: DEIS	1. For Alternatives 2 & 3: Earthwork and materials quantities and acreages to be cleared and grubbed. 2. For Alternatives 1, 2 & 3: Cross-sections, cost estimates and drainage plan.

Project	Data
The Dalles-Calif. Hwy.-Washburn Way (K. Falls Southside Bypass) Truck Route and bypass route Document: FEIS	1. Profiles, cross-sections, detail map and photomosaic. Engineering narrative should accompany this information. 2. Earthwork, materials and soil character information, including borrow sources and waste sites. 3. Right-of-way acquisition, including access control. 4. Details of intersection at northern terminus and any changes in location of railroad tracks. 5. Delineation of bypass route under construction and intersection with Route 39, Homedale Rd., Summers Lane, Altamont Dr. & Washburn Way. Include engineering narrative for this unit. 6. Most likely means of crossing irrigation channels and any engineering detail possible (lengths, culvert diameters, etc.). 7. Traffic control at railroad crossings (list at grade crossings and separations). 8. Proposed access control along bypass route. 9. Cost estimates, including right-of-way cost and relocation. 10. Traffic data: (Fig. 9 DEIS) - Need 1977 values for Johns Ave., Washburn Way near Johns Ave. and Airway Drive.
Bethel Cr.-Stonecipher Rd. Document: DND	1. Profiles, cross-sections, detail map (preliminary designs) and photomosaic.
South Santiam River Bridge Document: DND	2. Traffic data for all alternatives, including accident data.

Cohen

Tim Arnold

[illegible] location due in November [illegible]

Project	Data
	3. Earthwork and materials information, including borrow sources and waste sites. 4. Right-of-way data. 5. Reconnaissance cost estimates, including right-of-way.
Coast Range Summit-Dudlee Hill **Document**: DEIS Terpin-Ahern all of [illegible] (Cut 20)	1. For new Alternative: Detail map, cross-sections and profiles, earthwork and material data and cost information. Information should also be provided for cost of avoiding further encroachment into Ellmaker State Park.
72nd Avenue Ramps **Document**: DEIS Due in 11/1/78	1. Clear drawings (to scale) of the revised alternatives; show lanes, etc. 2. New right-of-way information. 3. Updated information for borrow, excavation, embankment and materials needed. 4. Updated cost figures.
Greeley I-5/Basin-Going **Document**: FEIS	① Cost estimates for a full Going Street Alternative. (Bothman) a) Includes interchange at Interstate Ave. b) Modifications necessary to I-5 to make this alternative work. ② Right-of-way estimates for full Going Alternative. Include R/W necessary for full noise attenuation treatment of Going St. (Bothman) 3. New right-of-way information for Greeley-I-5 ramps. (Glen) ④ Cost estimates and preliminary design information for any noise attenuation planned (other than Going St.). (Pat) ⑤ Any information available regarding the fill permit for the lagoon. (Pat) Ac. [illegible] ⑥ Traffic for Going Street Alternative. ([illegible] Noise)

Project	Data
Park Place-Clackamas CC Document: DEIS	1. Final detail maps and estimates for both alternatives. 2. Right-of-way requirements and costs. 3. Traffic data and analysis for each alternative.

JHV:jh

cc: All Participants

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
September 5, 1978
Salem, OR 97310

FILE: 3[illegible] 7-4-1
K. 7-[illegible]
x P.

FROM: Gary A. Potter, Manager
Environmental Section

TO: Dale Allen
Region Engineer
Region 4

SUBJECT: The Dalles/California Hwy.-
Washburn Way
South Side Bypass
Klamath County

Per the discussion between you, Hal and me, I am enclosing a map showing the routes and termini that I assume should now be covered in the subject final environmental statement. Because the complexion of this project may change, I propose to include the truck route, and the extension of the South Side Bypass out to the Klamath-Falls-Malin Highway. By doing this, we accomplish 2 things: (1) assuming the validity of the FEIS if small changes are made after approval of the EIS, and (2) removing the Department of Interior's objections to the project because of segmenting.

Would you discuss this with the appropriate local officials and get back to me. We need to keep pushing this along. I will follow up with a request of location needs.

NOTED
E. S. HUNTER

GAP:ss

Enclosure

cc: E. S. Hunter w/attach
J. H. Versteeg w/attach

RECEIVED
TECHNICAL SERVICES
SEP - 5 '78
REFER TO
FOR
Info	Inves	R/D	D/R	Adm	Act	File

ROUTING SLIP

Date: 8/29/78

DEPARTMENT OF TRANSPORTATI

- Director
- [✓ Chief of Operations]
- Asst. Dir.-Administration
- Asst. Dir.-Transportation Policy & Program Develop.
- Accounting (Highway)
- Administrative Services
- Chief Counsel
- Commission Services
- Computer Center (Lane Ave.)
- Construction
- Data Processing (Transp. Bldg.)
- Employee Development
- Engineering (Design)
- Environmental
- Equipment Shops & Storeroom
- Finance (DOT)
- FHWA
- General Files
- General Services (DOT)
- Information Systems (Lane Ave.)
- Labor Relations
- Landscape
- Library
- Location
- Mail Room
- Maintenance
- Materials & Research
- Motor Vehicles
- Organization & Manpower Services
- Parks & Recreation
- Permits & Weighmaster
- Personnel Operations
- Photocopy
- Proj. Mgmt. & Operations Planning
- Public Affairs
- Public Transit
- Radio
- Right of Way
- Safety & Health Services
- Sign Shop
- State Highway Engineer
- Structures
- Technical Services Engineer
- Traffic Support Services
- Transportation Policy & Program Development
- Travel Information
- Utilities
- Metropolitan
- Region Number ______
- District Number ______

ATTENTION:

F. KLABOE

NOTED
F. D. KLABOE

FROM:

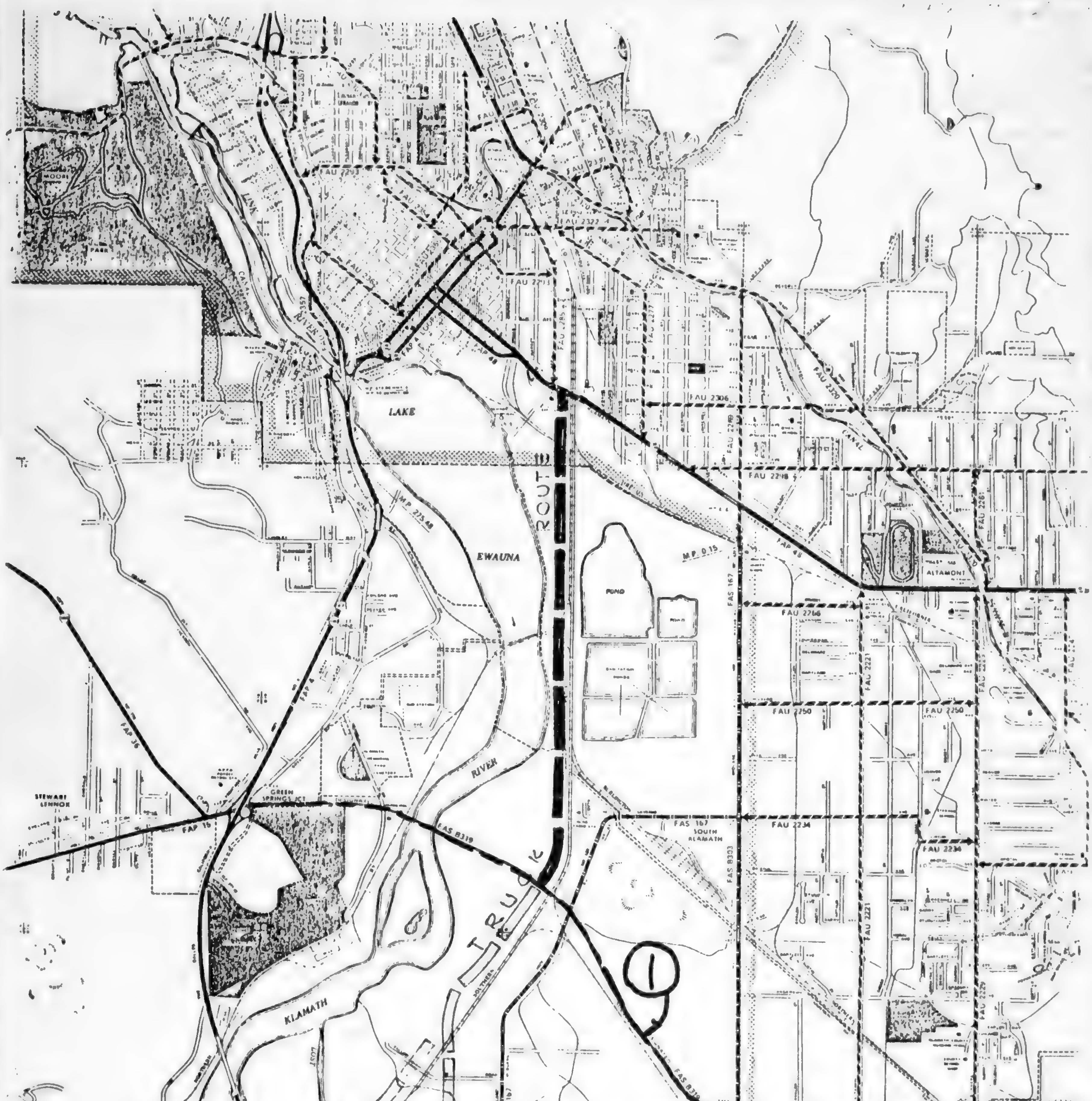
G. C. WILLS

COMMENTS:

The cost of Alt. #3 would be reduced by $500,000± if the sub-alt were to be considered. / Geo. Wills

Form 731-0022 (1/78)

SP*70504-734


LAKE
EWAUNA
RIVER
KLAMATH
ROUTE
TRUCK
①
②
③
FAU 2306
FAU 2218
FAU 2266
FAU 2250
FAU 2250
FAU 2234
FAU 2234
FAU 2228
FAU 2220
FAU 2221
FAU 2322
FAU 2261
FAS 167
FAS B303
FAS B319
FAP 4
FAP 15
FAP 36
FAP 48
M.P. 275.48
M.P. 0.15
GREEN SPRINGS JCT
STEWART LENNOX
SOUTH KLAMATH
POND
ALTAMONT
CANAL
DIVERSION
KINGSLEY
FIELD

Job No.

Sheet of Sheets

OREGON STATE HIGHWAY DIVISION

Computation for Truck Route Associated w/K-Falls So Side Bypass

Made by 19 Checked by 19 Backchecked by 19

TRUCK ROUTE W/Alternate # 3

Length, miles	3.8
Grade and Pave	$2,400 000
Structure (Lost R. Diversion)	275.000
R.R. Signals (3)	300.000
R/W	
R.R Separation str.	500.000
Est Const. Cost	*$3.475.000

* Costs could be reduced $400.000 if Railroad Separation Structure could be eliminated in lieu of Signal and drop arm Gates. 15 trains daily are seen at this crossing site. Heavy truck volumes are 130 for 1980 and 200 for the year 2000.

It would appear that if the truck Route were to remain on the West Side of the S.P.R.R. to its intersection with Joe Wright Road a savings of $500.000 could be seen.

RECEIVED
DOT OPERATIONS
AUG 3 '78
REFER TO
FOR
Info
Act
File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Klamath Falls
Aug. 8, 1978

FILE:

FROM: John L. Gunter
John L. Gunter
District Engineer

TO: Dale Allen
Region Engineer

SUBJECT: Southside Bypass
Meeting of August 3, 1978
Klaboe-Klamath County

As per the discussion on the above sugject I submit the following data:

One map depicting the areas involved in the proposed trade. Each is color coded with the mileage per area. Also it depicts the City and County portions.

The cost of annual maintenance runs about $50,000 yearly. This cost will increase each year. These roadways were all overlayed in June 1975, except from Altamont Drive to Summers Lane and we plan to overlay that area in September.

We did not include other Highways as possible trades as this could be accomplished as development occurs.

If we have not included sufficient information please advise.

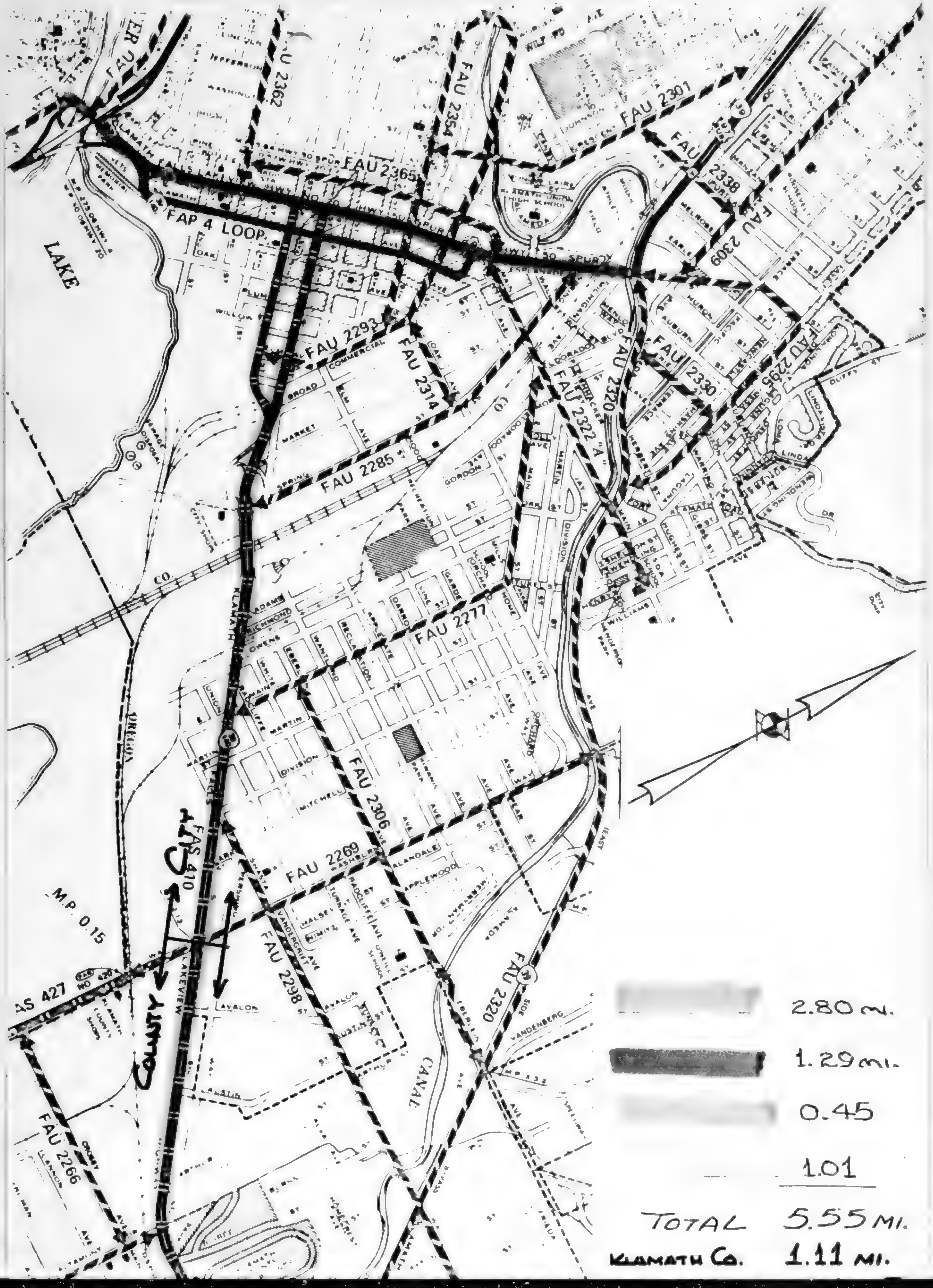
JLG:tlc

RECEIVED
DOT OPERATIONS
AUG 16 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

NOTED
E. S. HUNTER

Forward to
Fred Klaboe
DAllen

ROE RE RLE PLA FAE
RTE RECEIVED GEO
RUE AUG 10 1978 [illegible]
RSO REGION 4 RBE
ASSIGNED____________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FAU 2354
FAU 2301
FAU 2365
FAU 2338
FAU 2309
FAP 4 LOOP
LAKE
HWY 50 SPUR
KLAMATH UNION HIGH SCHOOL
FAU 2293
FAU 2314
FAU 2320
FAU 2322 "A"
FAU 2330
FAU 2295
FAU 2285
FAU 2277
FAU 2306
FAU 2269
FAS 410
CITY
COUNTY
M.P. 0.15
FAS 427
FAU 2298
FAU 2320
CANAL
FAU 2266
KLAMATH
LAKEVIEW
CO.

2.80 MI.

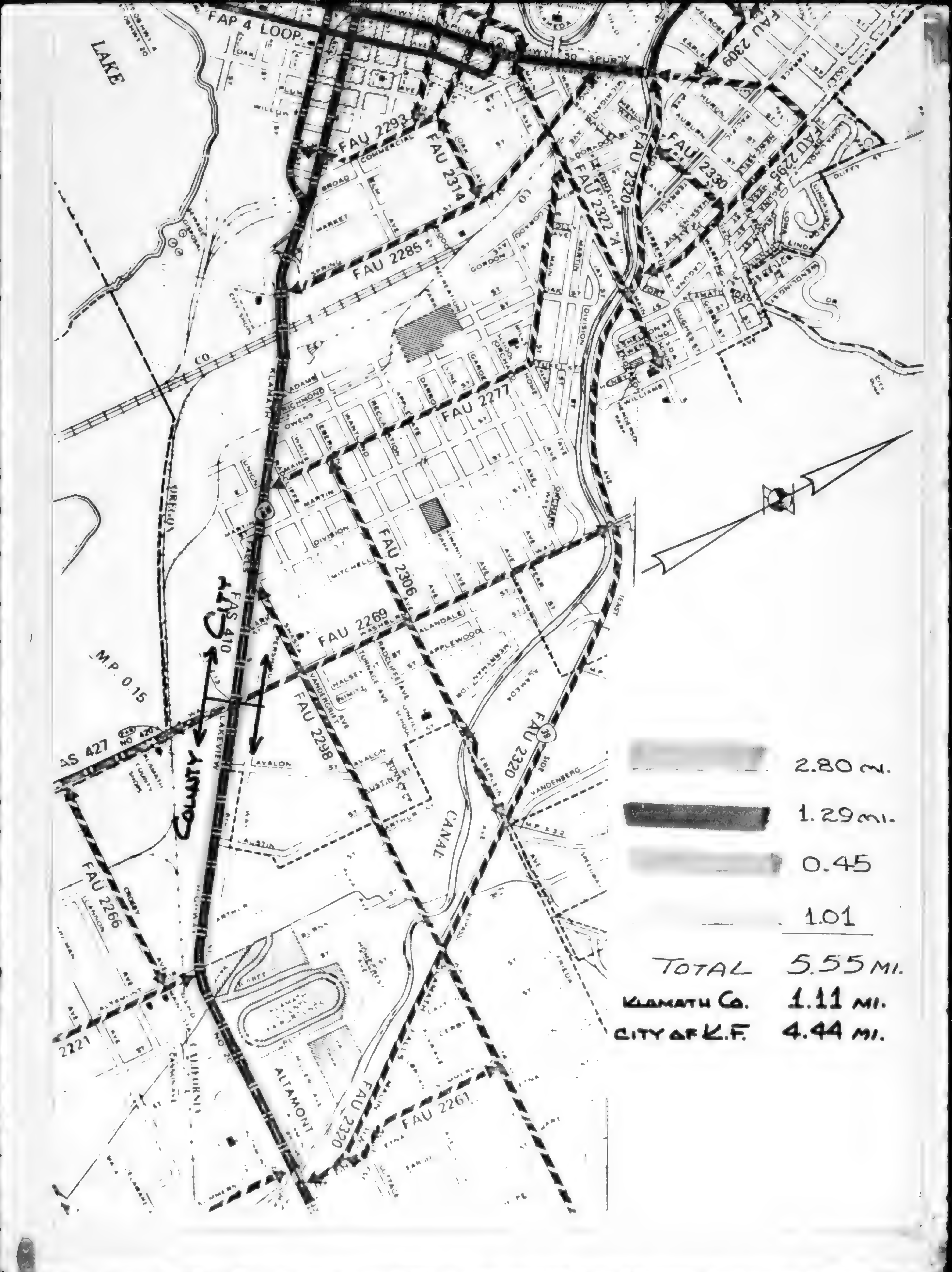
1.29 MI.

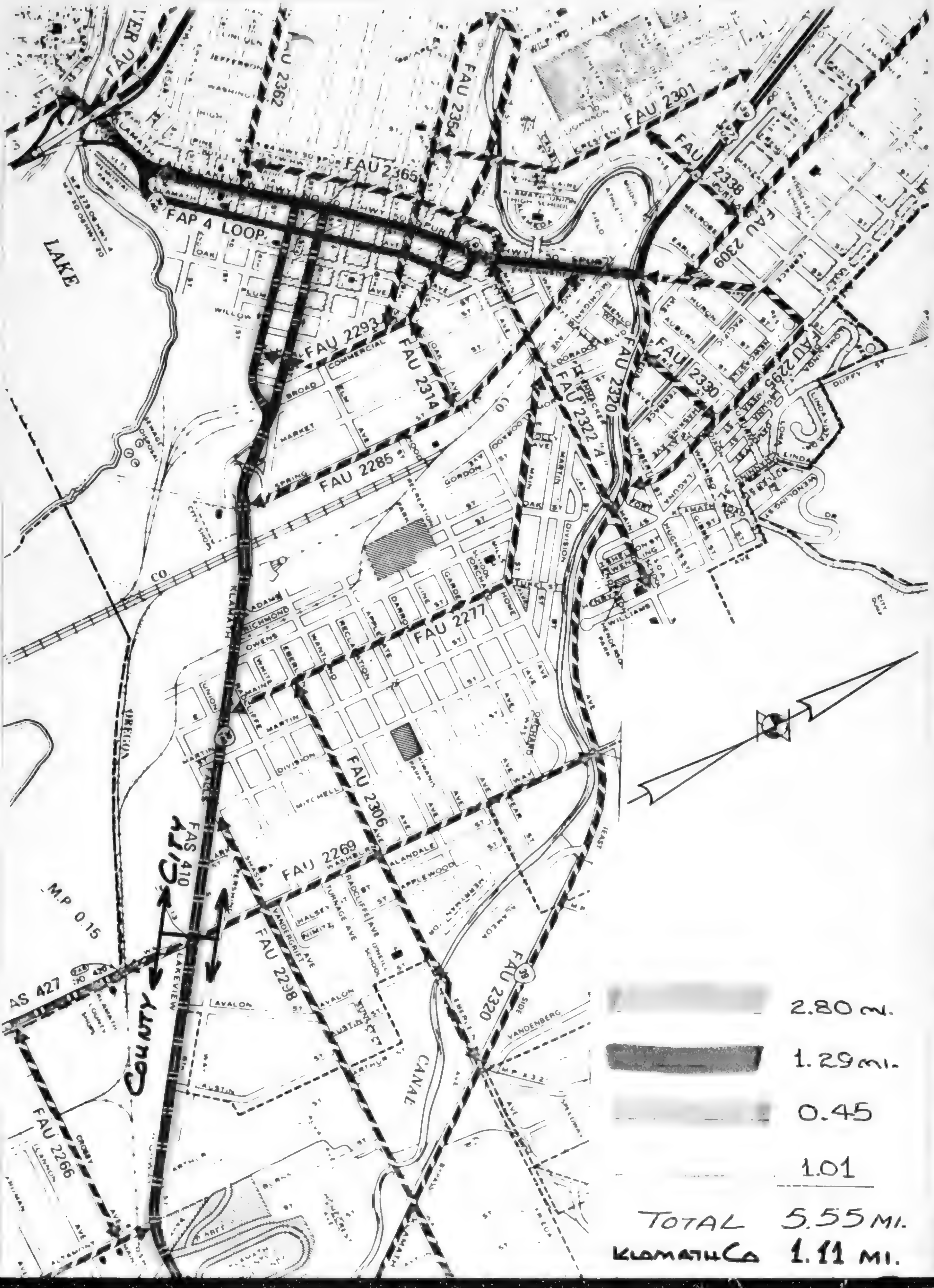
0.45

1.01

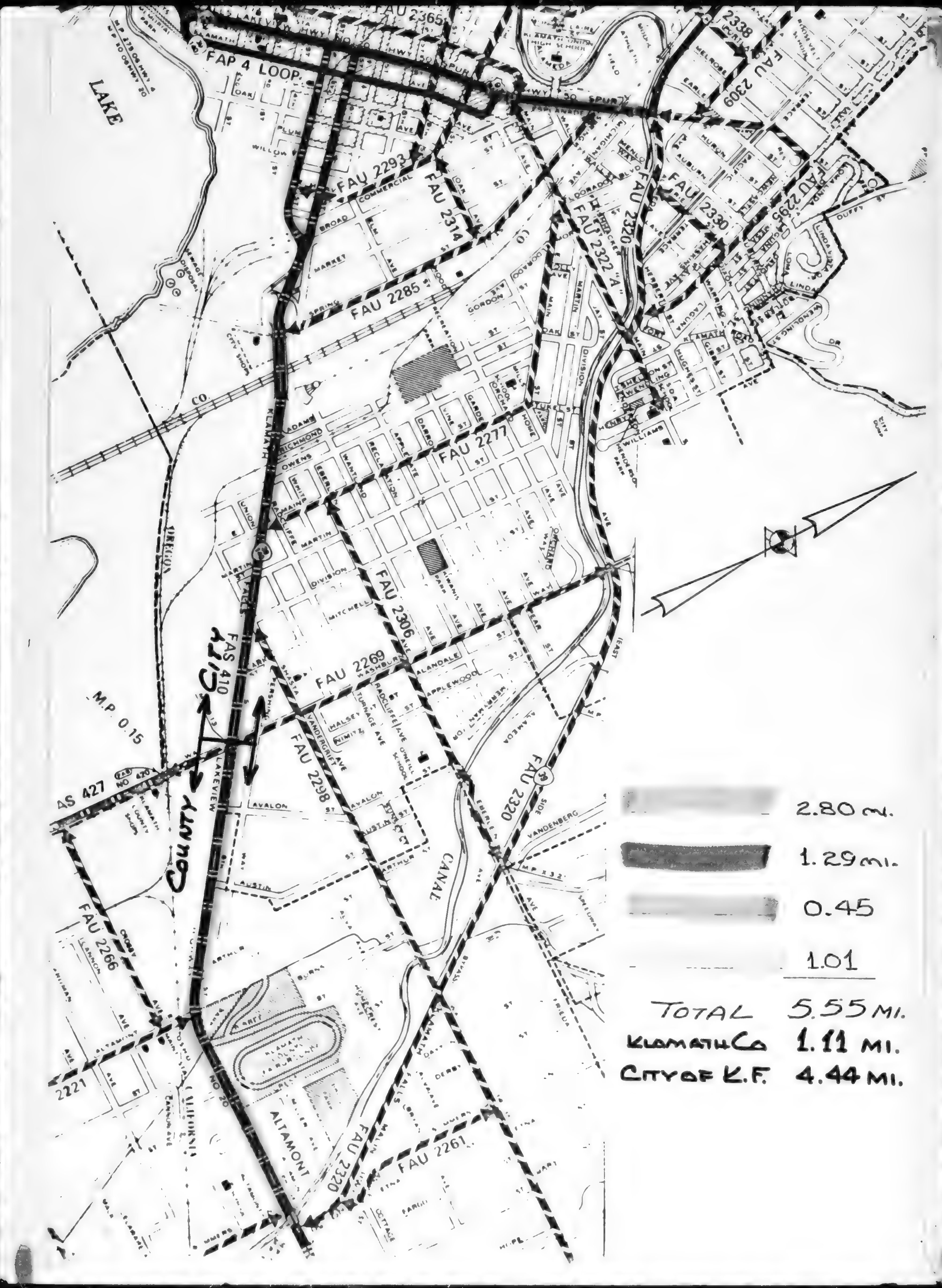
TOTAL 5.55 MI.

KLAMATH CO. 1.11 MI.


FAP 4 LOOP
LAKE
FAU 2309
FAU 2293
FAU 2314
FAU 2330
FAU 2295
FAU 2320
FAU 2322 "A"
FAU 2285
FAU 2277
FAU 2306
FAU 2269
FAS 410
City
County
M.P. 0.15
FAS 427
FAU 2298
FAU 2320
CANAL
MP 3.32
FAU 2266
FAU 2221
ALTAMONT
FAU 2320
FAU 2261
2.80 mi.
1.29 mi.
0.45
1.01
TOTAL 5.55 MI.
KLAMATH CO. 1.11 MI.
CITY OF K.F. 4.44 MI.


FAU
FAU 2362
FAU 2354
FAU 2301
FAU 2365
FAP 4 LOOP
FAU 2338
FAU 2309
LAKE
FAU 2293
FAU 2314
FAU 2285
FAU 2330
FAU 2295
FAU 2320
FAU 2322 "A"
FAU 2277
FAU 2306
FAU 2269
FAS 410
CITY
COUNTY
M.P. 0.15
AS 427
FAU 2298
FAU 2320
CANAL
FAU 2266
CO.
OREGON

2.80 mi.
1.29 mi.
0.45
1.01
TOTAL 5.55 MI.
KLAMATH Co 1.11 MI.


FAU 2365
FAP 4 LOOP
LAKE
FAU 2338
FAU 2309
FAU 2293
FAU 2314
FAU 2285
FAU 2295
FAU 2330
FAU 2320
FAU 2322 "A"
FAU 2277
FAU 2306
FAU 2269
FAS 410
CITY
COUNTY
M.P. 0.15
AS 427
FAU 2298
FAU 2266
2221
CANAL
FAU 2320
FAU 2261
ALTAMONT
CALIFORNIA
OREGON
2.80 mi.
1.29 mi.
0.45
1.01
TOTAL 5.55 MI.
KLAMATH CO 1.11 MI.
CITY OF K.F. 4.44 MI.

PAGE 4—HERALD and NEWS Klamath Falls, Ore. Monday, August 7, 1978

D. Allen

Today's Viewpoints

Editorials

Truck Route, Bypass Earn Higher Priority

Local officials were right when they jumped the State Department of Transportation about the lack of a truck route in Klamath Falls.

The large trucks, which now have to use Main Street, are dangerous and a problem to traffic flow in the downtown area. It's not the truckers' fault either; they don't want to be on Main Street, but it's the only route available.

We can also understand why there was little response by local officials when Fred Klaboe, state highway engineer, suggested barricades at dangerous intersections: The suggestion doesn't make sense.

Klaboe pleaded lack of funds when pressed on the issue of the truck route and the Southside Bypass, which are tied together.

Certainly, the state would have had more money if the additional two-cent gas tax had been approved by voters. We didn't think the state highway department had been sufficiently frugal with the gas tax funds and we opposed the increase along with most other Oregonians.

Lack of funds, however, shouldn't be the automatic answer whenever a project is suggested to the state.

The situation in Klamath Falls is dangerous. We'd prefer not to have someone standing on a sidewalk killed or badly injured before the state takes action.

The truck route-bypass project deserves to get moved up in state funding priorities.

The City of Klamath Falls and Klamath County are in the process of preparing their comprehensive plans. At the time this assessment was undertaken, however, there was no clear sense of future public policy for the Klamath Falls urban area. Two workshops were conducted to discuss land use, growth and transportation issues; the first was with city and county officials and staff and county, state and federal agency officials; the second was with city and county citizens. The meetings were highlighted in the local press.

A public hearing on the Draft EIS will be held in April, 1978.

FUNDING

In 1975, Klamath County requested a change in the state's Six-Year Highway Improvement Plan to facilitate funding for the Southside Bypass. The county asked that funds committed to the reconstruction of Highway 39 (a Federal Aid Primary highway) between Malin Junction and Henley be transferred to the construction of the Southside Bypass (a Federal Aid Secondary route). This section of Highway 39 has recently been resurfaced by the state in lieu of total reconstruction, presumably in anticipation of utilizing the funds for the Southside Bypass.

Of the estimated $5.1 million necessary to construct the western segment of the bypass, approximately $3.9 million would come from the aforementioned transfer of Highway 39 monies. Of the remaining $1.4 million, approximately $1.2 million (78%) would be committed by Federal Aid ? FxB.C Secondary funding. The State of Oregon and Klamath County would be required to match the remaining 22 percent, amounting to about $100,000 each. Final approval for this procedure has recently been received from the State Transportation Commission.

RECEIVED
DOT OPERATIONS
AUG 04 '78
REFER TO
FOR
Info | Plans | R/D | Ip/R | Sign | ct | File

FORM 81[illegible]34-3080

OREGON STATE HIGHWAY DIVISION

FILE: 18-1920

INTER-OFFICE CORRESPONDENCE

Bend, Oregon 97701

August 4, 1978

FROM: Dale D. Allen
Region Engineer

Dale D Allen

TO: Fred Klaboe
Chief of Operations

SUBJECT: Southside ByPass
Meeting of August 3, 1978
Klaboe - Klamath County

Attached is a clipping pertaining to your meeting in Klamath Falls last Thursday. Also, I have colored up a map to point out a few thoughts John and I discussed after you left. If the Highway Commission elects to consider any funding in Klamath Falls, these ideas may help. (refer to map)

Their request is that we locate, design and construct Section A and C. The County will build Section B plus the remainder to the east.

The Draft EIS is for Section A and B; Section C may require a new EIS.

John Gunter is working up the maintenance costs you requested and possible highways to trade. What he will probably come up with is to give the City and County those highways colored blue (S. 6th, Main and Klamath Avenue).

Truck Route (Section C) If we trade off the blue highways and take over the Southside ByPass we probably wouldn't want to put the truck route (Sec. C) on our system. If we did, it would end up being a spur not connecting to any State highway. Also, the City and County want to extend the truck route north of Sixth (someday) and would be back for more help.

Note the city limits location on Sixth Street. What this shows is that in such a trade the City would end up with most miles. Since the County and State would be paying the bill for the bypass and the major benefit going to the City, this seems equitable.

Summary: It may be in our best interest to limit our assistance (if any) to Section A or Section A and B and let the City and County construct the truck route, Section C. The north end of the truck route is within the city limits and the city may be able to contribute some urban funds to help the county.

Possible interim agreement and construction schedule:

1978 - Initiate trade of highways, adding ByPass to State System.

1979 - Add Section (B) to the Six-Year Program for 1981 and Section A for 1985.

1981 - Construct Section B to be completed about same time County completes their section to east. (Rough est. $750,000)

1984 - Construct railroad bridge to connect Section C and B, assuming that by 1983 the City and County will have Section C built ($600,000).

1985 - Begin construction of Section A ($4½ million).

These are just some ideas, Fred, that may help you in your discussions with the Commission.

DA:mr

encl

RECEIVED
DOT OPERATIONS
AUG 07 7
REFER T
FC
Inves
R/D

File: K Falls
S. Side By Pass

Herald and News

Thursday, Aug. 3, 1978 — No. 12,375 — 36 pages, 2 sections. Klamath Falls, Oregon — 20¢ daily, 35¢ Sunday.

Funding For Southside Bypass Still Uncertain

By PATI O'CONNOR

Future funding for the last leg of a proposed Southside Bypass and truck route in the Klamath Falls area remained uncertain today following a meeting of the Klamath County Roads Advisory Committee and officials of the State Department of Transportatin.

Fred Klaboe, state highway engineeer, told the committee, representatives of the Chamber of Commerce and other interested citizens that he would relay community requests to the State Highway Commission at a reguar meeting later this month in Salem.

Basically, according to Al Cheyne, chairman of the county roads advisory committee, the community is seeking a trade with the state whereby the county will construct the majority of the Southside Bypass if the state picks up the tab for the third leg of the bypass from Washburn Way to a point at about the Weed junction on Highwy 97 south. Also planned is a truck route from Spring Street to Old Midland Road Secondary.

Cheyne said the county is constructing the first leg of the bypass from Highway 39 to Homedale Road this summer and has scheduled a second leg from Homedale to a point just past Summers Lane next summer. The Summers Lane to Washburn Way leg is tentatively scheduled for 1980.

State Problems

Klaboe emphasized funding problems on a state level, particularly in view of the recent second defeat of a gasoline tax increase. He said the state is now reviewing all road priorities in view of revenues available, adding that much depends on federal money available.

In answer to several comments regarding safety hazards from trucks using Main Street and near-accidents at the Main Street-Sixth Street intersection, Klaboe suggested "temporary measures," among them "barricades at dangerous crosswalks to protect pedestrians."

His suggestion brought little response from those attending the meeting in the Courthouse Annex.

Cheyne told the group it is necessary to get truck traffic off Main Street "before people are killed; we're fortunate there have been no fatalities involving trucks so far."

Estimated cost of the total project, including right-of-way acquisition, completion of environmental impact statements and construction is about $9 million.

One individual at the meeting suggested the bypass and truck route should be considered together, rather than as separate projects.

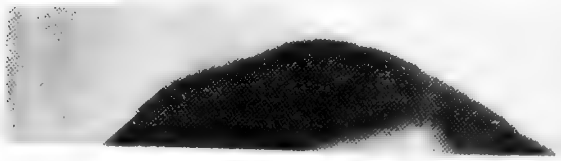
Nell Kuonen, chairman of the county Board of Commissioners, said the "whole project" has the total support of county and city governments and residents of the community.

Just Talk

Commissioner Lloyd Gift said in his eight years in office "all we've done is talk; all that's been done is what the county is doing now" from Highway 39 to Homedale.

Gift also said he realized the state's financial problem, but he feels Klamath County has been "shorted" in the past and faces a "terrific problem

(Continued On Page 2)



*Bypass Funding

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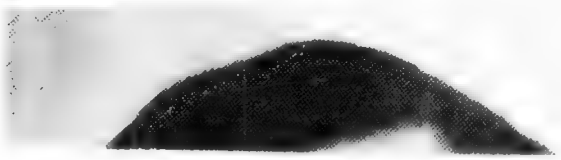

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(Continued On Page 2)

*Bypass Funding

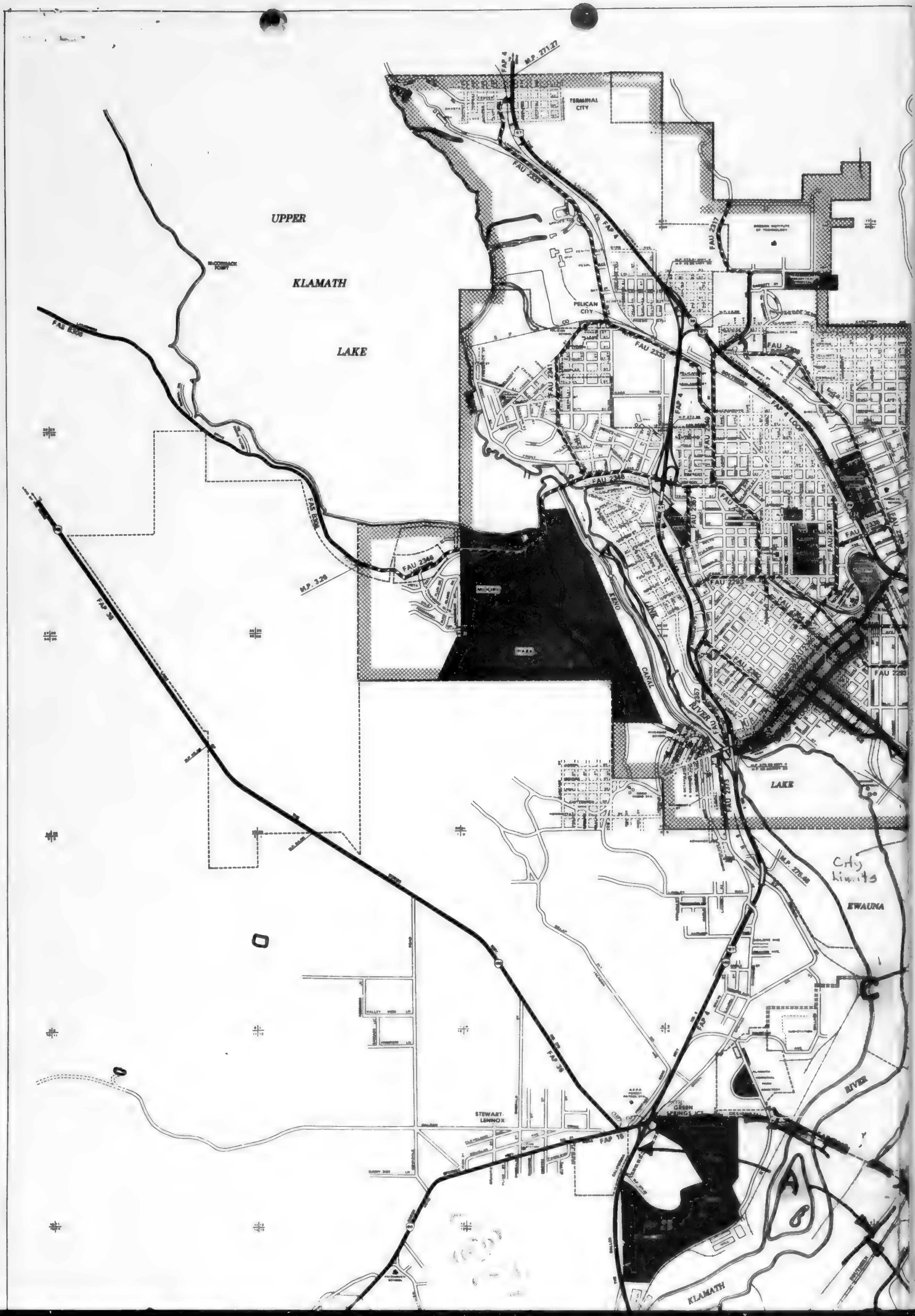
(Continued From Page 1)

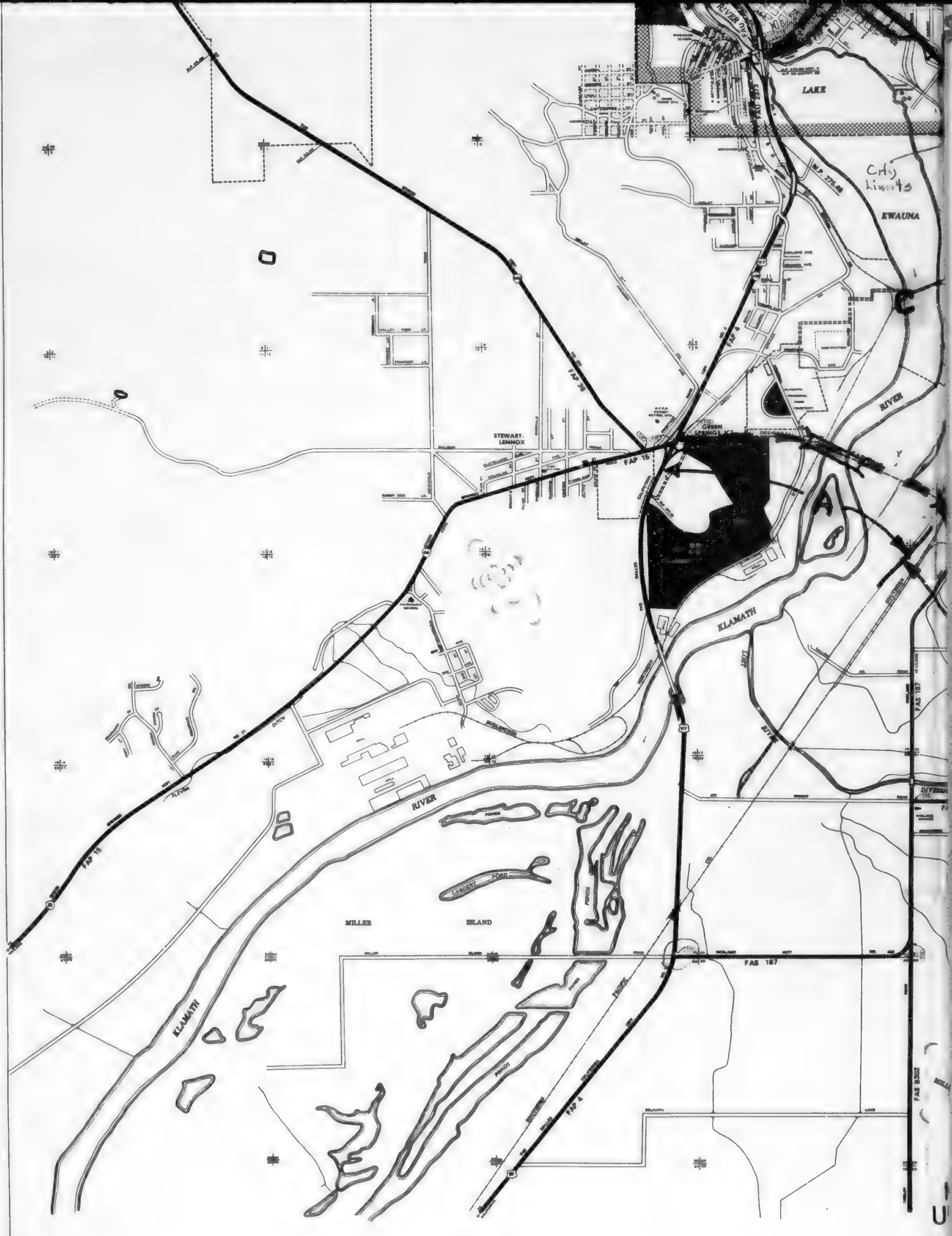
on both Main and South Sixth Streets."

Klamath Falls Mayor George Flitcraft said he found it "difficult to equate inconvenience to truck drivers with safety of human lives." He said the truck route definitely is a first priority and related incidents where "truck wheels actually were on sidewalks endangering pedestrians."

It took a fatal accident to get action on rocks falling on Highway 97 north, Flitcraft said, and wondered if the same will be true in regard to the Main Street problem.

Bill Dodge, a Main Street merchant, graphically described a recent incident in which a truck narrowly misssed overturning on a group of assembled children. He said the situation "is intolerable" in the opinion of merchants "and is a sad condition for a city of this size."


UPPER
KLAMATH
LAKE
TERMINAL CITY
PELICAN CITY
OREGON INSTITUTE OF TECHNOLOGY
M.P. 271.27
FAP 4
FAU 2333
FAU 2317
FAU 2341
FAU 2340
FAU 2336
FAP 4 LOOP
FAU 2339
FAU 2346
FAS 1506
M.P. 3.26
FAP 38
FAU 2375
M.P. 275.48
KENO
LINK
CANAL
RIVER
LAKE
City Limits
EWAUNA
RIVER
KLAMATH
STEWART-LENNOX
GREEN SPRINGS JCT.
FAP 16
PARK
A
B
C
D



City Limits
LAKE
EWAUNA
RIVER
STEWART-LENNOX
GREEN SPRINGS JCT.
FAP 15
FAP 30
FAP 4
M.P. 276.46
KLAMATH
RIVER
KLAMATH
MILLER
ISLAND
LARGENT POND
PONDS
FAS 187
FAS 8302
DIVERSION

U

, OR

U.S. DEP
FEDER

F

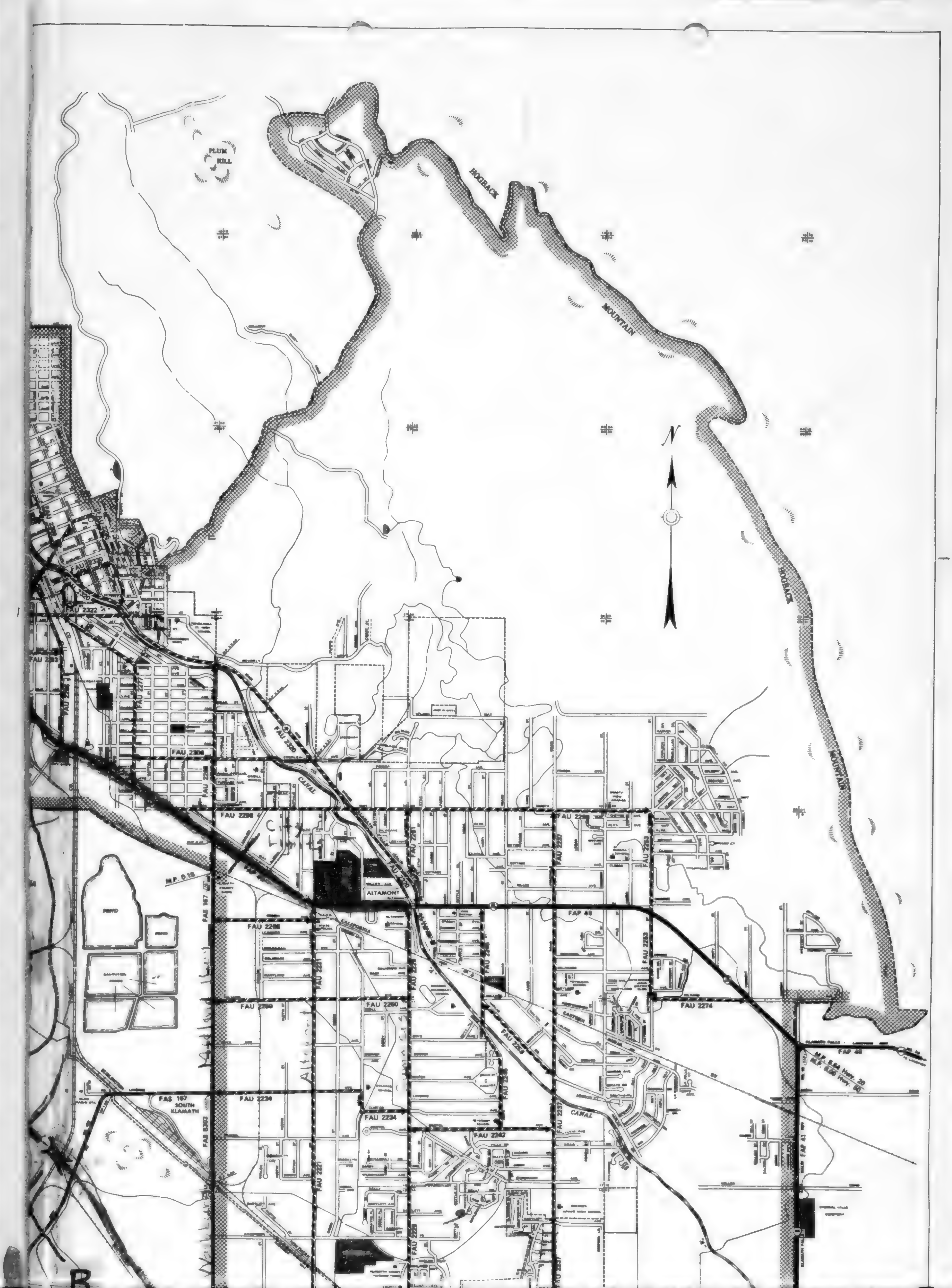
1,200

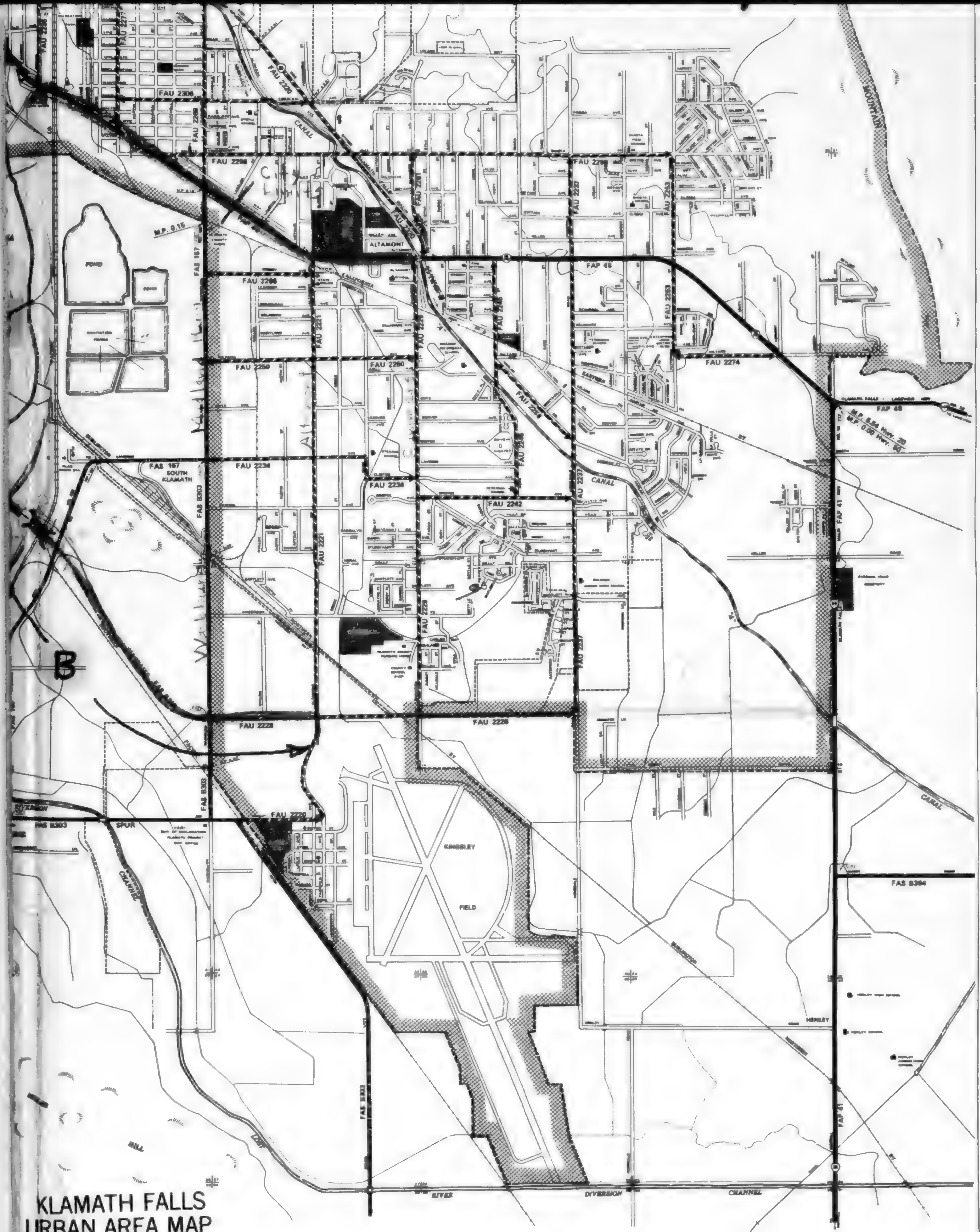
▨ CENTRAL BUSINESS DISTRICT

▩ PUBLIC AREAS

▦ URBAN AREA BOUNDARY

Copies of this map are available at nominal cost from
Oregon State Highway Division, Salem, Oregon, 97310


PLUM HILL
HOGBACK
MOUNTAIN
HOGBACK
MOUNTAIN
N
FAU 2330
FAU 2322
FAU 2283
FAU 2277
FAU 2306
FAU 2320
CANAL
FAU 2298
FAU 2298
FAU 2261
FAU 2237
FAU 2253
M.P. 0.15
FAS 167
ALTAMONT
FAP 48
CALIFORNIA
FAU 2286
FAU 2221
FAU 2225
FAU 2246
FAU 2253
FAU 2274
POND
POND
FAU 2250
FAU 2250
FAU 2263
FAU 2234
FAU 2234
FAS 167
SOUTH KLAMATH
FAS 8303
FAU 2242
CANAL
FAP 48
M.P. 5.54 Hwy. 39
M.P. 0.00 Hwy. 50
FAP 41
B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FAU 2228
FAU 2220
FAS 167
SOUTH KLAMATH
FAS B303
FAS B304
FAP 41
FAU 2221
FAU 2237
FAU 2253
ALTAMONT
CALIFORNIA
EASTERN
CANAL
KINGSLEY
FIELD
POND
DIVERSION
SPUR
CHANNEL
RIVER
HENLEY
LOST
M.P. 0.15
M.P. 8.84 Hwy. 20
M.P. 0.00 Hwy. 50
KLAMATH FALLS - LAKEVIEW HWY
City Limits
B

KLAMATH FALLS URBAN AREA MAP

KLAMATH COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH THE

DEPARTMENT OF TRANSPORTATION
ERAL HIGHWAY ADMINISTRATION

Revised September 1975

SCALE IN FEET
1,200 0 1,200 2,400 3,600

Population 16,300

LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM STATE
FEDERAL AID SECONDARY SYSTEM COUNTY
FEDERAL AID URBAN SYSTEM
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY NO OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
US NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY

Federal Aid System Approved July 1, 1976
Urban Area Approved by F.H.W.A. May 16, 1975

10,171

8-4-78
~~July 14, 1978~~

Board of County Commissioners
Klamath County
County Courthouse
Klamath Falls, Oregon 97601

ATTN: Nell Kuonen
Chairman of the Board

RE: Klamath Falls
Southside Bypass

The State has started the Final Environmental Impact Statement as requested in your June 8, 1978 letter.

A Project Manager from our Environmental Section has been in contact with Earl Kessler of your staff. The Environmentalist estimates an approximate six month completion date including necessary Federal Highway Administration review.

Your explanation that Klamath County will construct Unit No. 2 without Federal funds facilitates the final environmental process.

We have noted your selection of the Northerly Route (Alternate No. 1) and are taking the necessary follow-up actions.

We also note your offer to "exchange . . . roadways" with the State "to facilitate adequate funding". Mr. Fred Klaboe, Assistant Director for Operations, plans to visit Klamath Falls in early August to discuss overall highway matters in the area. You and your board will have the opportunity to discuss this and other local highway issues with him personally.

8-3-78 →

Very truly yours,

Gerald Wimer
Local Government Manager

GW:cw
cc: Fred Klaboe
Dale Allen
Gary Potter

Blind note to Fred Klaboe - A complete copy of the Board's June 8, 1978 letter is attached. Also my July 13 letter to you and its attachments as well as current Klamath County FAS-C funding status.

8-4-78 Klaboe says they asked we take over South-side Bypass & truck route. He didn't think they offered enough in exchange. He directed Hunter to prepare his recommend. He should have it in a week or two.

N M

7/14/78

Klamath County
FAS-C Fund Status

The PE for the Southside Bypass of Klamath Falls was authorized on February 24, 1976 for a total cost of $350,000. This requires $301,000 of Federal funds and $24,500 each from County and State.

Date	Fiscal Year	Federal Funds	Matching Funds		Total Funds	Years Accrued
			County	State		
Oct. 1, 1975	1976	422,779	34,411	34,411	491,601	5.3
Feb. 24. 1976	--	121,779	9,911	9,911	141,601	1.54
Oct. 1, 1976	1977	200,633	16,330	16,330	233,293	2.54
Oct. 1, 1977	1978	279,487	22,747	22,747	324,981	3.54
Oct. 1, 1978	1979	358,341	29,165	29,165	416,671	4.54
Oct. 1, 1979	1980	437,195	35,582	35,582	508,360	5.54
5 year advance		394,270	32,090	32,090	458,450	5.0
May 1, 1980, 5 years with 5 year advancement		788,540	64,184	64,184	916,908	10.0
May 1, 1980, 5.54 year carryover with 5 year advancement		831,465	67,683	67,683	966,810	10.54
Yearly Allocation		78,854	6,418	6,418	91,691	

10,171

PROJECT MANAGEMENT OFFICE MEMO

Date 6-27-78

Subject Klamath Falls By-pass File No.

Received (call) (~~visit~~) from Paul Riedl

Address

Made (call) (visit) to Phone

Reason for contact and general discussion:

He has not answered Dept of Interior letter re DEIS. Asked if we had letter from County with particular reference to their using their own funds to improve existing road easterly of river X-ing. Assured him we did. It contained other info including attachments detailing finances (tentative) and schedule (tentative). He will informally review w/ Mike Wright DOI. Jim Zeller his legal counsel has previously expressed existing road improvement doesn't need EIS. He'll reconfirm.

Signature Gary Potter

File ( ) ( ) ( ) ( ) ( ) ( ) ( ) (✓) Reynoldson – Send 1) Riedl copy Klamath letter & attach 2) G. Potter copy this note

Circulate: PMF LGF OPF EAF CCF OM Other

Sent 7/3/78

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

June 20, 1978
Salem, OR 97310

FROM: Gary A. Potter, Manager ORIGINAL SIGNED BY GARY A. POTTER
Environmental Section

SUBJECT: The Dalles-California Highway-
Washburn Way
South Side Bypass
Klamath County

TO: MEMO TO THE FILE

I have received correspondence from Klamath County and Region 4 stating or implying that we should expedite the subject FEIS.

If it is to be expedited, then the County should engage Wilsey and Ham. If we are to do it in-house, I will prioritize the FEIS and do it as soon as we possibly can. I assume the decision to do the FEIS in-house was made with this understanding.

GAP:ss

cc: D. H. Moehring
Don Harwell
Dale Allen
Larry Asburry

PROJECT MANAGEMENT
PME CCE OM
LCE FAE OPE
JUN 21 1978
M
File: PM FA
TAA LG OP

6-23-78 I believe County's "expedite" interchangeable w/ Gary's "as soon as we possibly can" and matter considered in decision. However, called Bob Pool. He asked for dates. Potter says:

State Forces only April 1979
State w/outside raise another
projects - Hunter considering Nov-Dec 1978
Wilsey & Ham Nov 1978

The dates include likely FHWA approval. Potter & Pool 2 week vacation. They'll follow up at th[illegible] time

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Bend, Oregon 97701
June 2, 1978

FILE: 518-1920

FROM: L. R. Asburry
Region Federal Aid Engineer

TO: MEMO TO THE FILE:

SUBJECT: The Dalles-Calif Hwy-Washburn Way
South Side Bypass, FAS B 959
Klamath County
Prefix: 518-1920

I met with Earl Kessler, County Engineer, on May 31, 1978, concerning the following items regarding the South Side Bypass.

The Klamath County Board of Commissioners will submit a Resolution to ODOT adopting Alternate No. 1 as their choice for The Dalles-California Hwy - Washburn Way Section.

Mr. Kessler will submit a letter outlining the County's commitment to the project, with a proposed schedule of construction and supporting financial data. The County will also state that they will propose State take-over of the route upon completion. He did not feel that he should propose any specific road swaps at this particular time. He feels that this will be a ODOT responsibility to come up with State highways they would be willing to exchange for the Bypass. ✓ #/Rds.

They are concerned that the Malin Jct.-Henley Section does not appear on the Six Year Highway Improvement Program. They had previously proposed to the Transportation Commission the money for this project be transferred to the Bypass. ✓

A letter stating there have been no Federal monies utilized on the segment presently under contract by the County will also be forthcoming.

The County will request the State prepare the Final Environmental Impact Statement. They also want the State to perform the preliminary engineering on the section. The County will submit a FAS-C project request for these two items, using FAS-C monies. The County's engineering personnel will be tied up on the construction engineering of the two easterly segments.

LRA:pw

cc: Don Harwell ✓
Gary Potter
Wayne Cobine

PROJECT MANAGEMENT
PME LGE
CCE FAE ☐
JUN 5 1978

George
Holmes ✓
Koenig ck

10,171

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Bend, Oregon, 97701
June 16, 1978

FILE: 518-1920

FROM:
L. R. Asburry
Region Federal Aid Engineer

TO:
D. H. Moehring
Manager
Project Management

SUBJECT:
The Dalles-California Hwy-
Washburn Way Sec.
Southside Bypass, FAS B-319
Klamath County

Enclosed is a Federal Aid Project Request for state preparing the Final EIS and preliminary engineering on the subject section.

Klamath County has decided their engineering personnel will be tied up on constructing the first two segments.

In order expedite the development of the project, the County is requesting the State perform the preliminary engineering. A revised agreement between ODOT and the County will have to be negotiated to reflect these changes. ✓

An Authority for Survey is also enclosed to cover the work.

LRA:pw
cc: Wayne Cobine
Gary Potter

Enclosures

I recommend that we do not go to the commission. All we have to do is make out a new Authority for survey. We already have $350,000 approved for P.E. 6/30

— At 78% Fed
11% St
11% Co.

PROJECT MANAGEMENT
CCE
FAE ☐
LCE
OM
CPE
JUN 19 1978
M
LG

[illegible]
Commission may have already authorized part or all of this.
Secure their approval of balance
Proceed w/ Survey

Form 81-734-3039

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section The Dalles-California Highway - Washburn Way
Date June 16, 1978

Highway FAS B-319 (Southside Bypass)
Authorization No. 2

County Klamath
Survey Prefix 518-1920 (Assigned by Salem office)

Description of termini, route, length, etc.:

From US 97 (The Dalles-California Highway) easterly to Washburn Way (Midland Highway) Total length 2.82 miles. This route is Alternate No. 1 selected by Klamath County

Purpose of survey:

Prepare plans, specifications and estimate of cost for constructing this section.

Estimate of cost:

To Frank Turpin
6/30/78

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . . $

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

Requests made by:
Field Engineer

Recommended for Approval: Robert C Pond
Regional Engineer

Recommended for Approval:
Location Engineer

Approved:
Assistant State Highway Engineer

SP*19760-734

FEDERAL AID PROJECT REQU

Date June 5, 1978

Applicant Agency Klamath County

Request for: Off-System ____, FAS-C X , FAUS ____ Project

Federal Aid Route No. B 319 Route Name Southside By-Pass

Project Name West leg - Southside By-Pass

Project Length 3 miles ± Project Location (Attach sketch map)

Project Description Final Environmental Impact Statement and Preliminary Engineering with design and legal description of right-of-way acquisition.

Average Daily Traffic ____ Design Speed 55 mph

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width ____ Travel Lanes ____ Shoulders ____

Medians ____ Parking ____

Sidewalks ____

Remarks ____

2. Desired Roadway Cross Section: (Attach sketch)

Width 48' Travel Lanes 2 - 12' Shoulders 2 - 8' paved and 2 - 4' gravel

Medians None Parking None

Curbed None Length Curb Radii ____

Sidewalk/Bikeway None

Remarks ____

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width ____ Minimum 100' Maximum ____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes X No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No X
Remarks County will acquire all right-of-way with County dollars.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

Comm app'd
7/18/78

2. Proposed Signalization:

Location
Type
Phases
Type of Suspension
Interconnected
Remarks

3. Permanent Signing:

Include in project or by applicant?

4. Permanent Striping:

Include in project or by applicant?

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

2. Proposed Illumination:

Location
Type
Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location
Type
Approach Roadway Width Shoulder Width
Length Width
To remain in place?

2. Proposed Structure:

Location
Approximate Size: Lengtn Width

Are sidewalk/bikeways desired: ______

Are any utilities to be attached to structure? ______

Are provisions for illumination desired? ______

Are there any unusual or complicating conditions? ______

Remarks ______

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes X No ______

   Name of Railroad Southern Pacific Railroad Company
   Existing Crossing Protection None

2. Will existing railroad crossing be altered? ______

   Remarks A new separation will need to be constructed.

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement	Klamath County Office
2. Environmental	Oregon Department of Transportation Office
3. Public Hearing	Klamath County Office

Remarks The dEIS has been completed by consultants Wilsey & Ham and the route location has been selected by the Klamath County Board of Commissioners.

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant ______ State X ______ Consultant ______

2. Project construction engineering to be performed by:

Applicant______ State X______ Consultant______

3. Will applicant perform any work prior to or after award of contract?

Yes______ No X______

If "yes," describe briefly:______

4. Applicant's estimate of cost for requested project:

Roadway Work	$
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	
Railroad	
Other Environmental Impact	10,000.00
Preliminary engineering	30,000.00
PROJECT TOTAL	$ 40,000.00

Remarks______

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ______ and/or KLAMATH COUNTY

By______ By Dell Kuonen Chairman

By______ By Floyd L. Wynne Commissioner

By______ Commissioner

(1976)

10,171

BOARD OF COUNTY COMMISSIONERS

KLAMATH COUNTY OREGON

COUNTY COURTHOUSE -:- KLAMATH FALLS, OREGON 97601

LCE CCE FAE

June 8, 1978

Mr. David Moehring, Manager
Program Management Section
Oregon State Highway Division
State Highway Building
Salem, OR 97310

REF: KLAMATH FALLS
SOUTHSIDE BY-PASS

Dear Mr. Moehring:

Rote Potter has copy of this letter and instructions

Please consider this letter as our official request for the State Highway Division to complete the Final Environmental Impact Statement on the Southside By-Pass. A project application form for F.A.S. (c) funding is being processed.

Klamath County is presently committed to this project. A contract has been awarded to Stukel Rock & Paving Company and construction is underway on the State Highway 39 to Homedale Road Section (portion of Segment No. 2). A nine-year road construction program has been adopted by Klamath County and approved by the City of Klamath Falls, a copy of which is enclosed. You will note that Segment No. 2 is scheduled to be completed between State Highway 39 and Washburn Way in 1981. The Westerly Leg (Segment No. 1) from Washburn Way to State Highway 97 and the Truck Route is scheduled to begin construction in 1981.

Segment No. 2 (central Segment from State Highway 39 to Washburn Way) will be constructed entirely with County funds. The right-of-way is being purchased with County funds through an agreement with your Agency with the majority of the purchases being completed to date. Segment No. 2 will be constructed independently with no dependence upon Segment No. 1. It is a viable segment without completion of Segment No. 1.

cc Swan w/copy resolution 6-20-78

Enclosed is our Resolution adopting the Northerly Route (Alternate No. 1) as the official route of Segment No. 1 from Washburn Way to State Highway 97. This is a F.A.S. (c) project and the draft Environmental Impact Statement has been completed by consultants Wilsey & Ham. Segment No. 2 was not included in this Statement except as an "over view" because of the information included in the above paragraph.

Klamath County will make a monetary commitment to Segment No. 1 by utilizing all of our present F.A.S. (c) funds, the amount accruing by 1981 and the maximum borrow ahead of five (5) years at that time. The local matching fund ratio in effect at that time will be paid by Klamath County. The County will also enter into negotiations with the O.S.H.D. for an exchange of roadways. The Southside

cc [illegible] 7-11-78

By-Pass must be under State jurisdiction to facilitate adequate funding. The County will accept local roads under State jurisdiction as found to be mutually agreeable during negotiations.

Sincerely yours,

BOARD OF COUNTY COMMISSIONERS

Nell Kuonen
Nell Kuonen, Chairman of the Board

Floyd L. Wynne
Floyd L. Wynne, County Commissioner

Lloyd Gift
Lloyd Gift, County Commissioner

Enclosures (2)
cc: Garry Potter
Tom Arnold
Larry Asburry

BOARD OF COUNTY COMMISSIONERS

IN AND FOR THE COUNTY OF KLAMATH, STATE OF OREGON

In the Matter of Adoption)
of the Northerly Route of)
the Southside By-Pass)

RESOLUTION

WHEREAS, the Southside By-Pass has been proposed since 1959, and

WHEREAS, the decision has been made to proceed with construction of the By-Pass and construction has actually begun on the portion of the central segment (Segment No. 2) between State Highway 39 and Homedale Road, and

WHEREAS, the consultant firm of Wilsey & Ham has completed a draft Environmental Impact Statement for the westerly segment (Segment No. 1), and

WHEREAS, the vast majority of public comment received on the dEIS favored Alternate No. 1 (the Northerly Route), and

WHEREAS, the County Roads Advisory Committee, Chamber of Commerce, truckers and timber industry officials, city and county officials all favor Alternate No. 1; now

THEREFORE, IT IS HEREBY RESOLVED that the Klamath County Board of Commissioners adopt the northerly route of Segment No. 1, which is Alternate No. 1 as shown in the Klamath Falls Southside By-Pass Draft Environmental Impact Statement, as the official route of the Southside By-Pass.

DONE AND DATED this 9th day of June, 1978.

KLAMATH COUNTY BOARD OF COMMISSIONERS

Dell Kuonen Chairman of the Board

Floyd L. Wynne County Commissioner

Floyd Gift County Commissioner

cc DE Swan 6-20-78 SH

10,171

PROGRAM MANAGEMENT OFFICE MEMO

Date 5/22/78

Subject K. Falls So Side ByPass File No.

Received [✓ (call)] (visit) from Paul Reidl

Address FHWA

Made (call) (visit) to — Phone 3832

Reason for contact and general discussion: Paul asked we contact Potter re: State prepare Final EIS on ByPass Proposal ~~estimated~~ to cost $10,000± and as currently programmed with FHWA. We need a letter of committment & a proposal from Klamath County as to their time table of construction & no federal aid monies involvement on central section of proposed project. Also we need a Klam. Co. Bd of Comm. adoption of preferred route & ultimate monetary committment & future road exchange if a future state highway is to be placed on the facility

Signature R.V. Herre

File ( ) ( ) (✓) ( ) ( ) (✓) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

cc: G. Potter — Env. Unit
~~[illegible]~~

Comment

ROBERT W. STRAUB
GOVERNOR

Executive Department
INTERGOVERNMENTAL RELATIONS DIVISION
ROOM 306, STATE LIBRARY BLDG., SALEM, OREGON 97310

May 16, 1978

RECEIVED
ENVIRONMENTAL
SECTION
MAY 1 7 1978
Referred to ____________
[redacted]

Mr. David Moehring
Program Management Engineer
Program Management Section
Oregon State Highway Division
Salem, OR. 97310

Dear Mr. Moehring:

NOTED
E. S. HUNTE

RE: Klamath Falls
South Side Bypass
PNRS 7803 4 670

Thank you for submitting your draft Environmental Impact Statement for State of Oregon review and comment.

Your draft was referred to the appropriate state agencies. The Department of Environmental Quality, Lands and State Historical Preservation Office offered the enclosed comments which should be addressed in preparation of your final Environmental Impact Statement.

We will expect to receive copies of the final statements as required by Council of Environmental Quality Guidelines.

Sincerely,

Kay Wilcox
for Martin W. Loring, Manager
Grants Coordination &
Management Section

MWL:wb

Attachments

RECEIVED
TECHNICAL SERVICES
MAY 18 '78
REFER TO
FOR

Info	Invest	R/O	U/R	Sign	Act	File

PROJECT MANAGEMENT
PME ☑ CCE ☐ OM ☐
LGE ☐ FAE ☑ OPE ☐
MAY 16 1978
File: PM FA
LG OP

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Ph: 378-3732

Administrative Services Division
Dept. of Environmental Quality
RECEIVED
MAR 22 1978

PNRS STATE REVIEW

Project #: 7803 4 670 **Return Date:** APR 28 1978

Extended to May 12

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

1. A response is required to all notices requesting environmental review.
2. OMB A-95 (Revised) provides for a 30-day extension of time, if necessary. If you cannot respond by the above return date, please call the State Clearinghouse to arrange for an extension.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

( ) This project does not have significant environmental impact.

( ) The environmental impact is adequately described.

( ) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement regarding this project.

( ) No comment.

- - - - - - - - - - -

REMARKS

The project will not need an Indirect Source Construction Permit. HWH

[illegible] Comments attached

Agency DEQ By

DEQ Noise Control Section Comments on the Draft E.I.S. for Klamath Falls Southside Bypass
Project #7803-4-670

Ranking of Alternatives: The following is a ranking of the alternatives based on the number of houses impacted by noise:

a. Alternative 1

b. Alternative 2

c. Alternative 3

The first alternative (Alternative 1) has the least noise impact potential, and the last alternative (Alternative 3) has the most noise impact. The above ranking does not take into consideration the effect of mitigation measures on the alternatives.

Discussion of Project Noise Levels and Mitigation Measures

The houses along Johns Avenue will experience a very large noise impact no matter which of the three alternatives is chosen if no mitigation measures are constructed. In addition, if Alternative 3 is chosen, the houses along Joe Wright Road will also receive similar large noise impacts.

There are two components to these noise impacts:

1. There will be a large relative increase in noise levels from the existing levels, and

2. The future noise levels themselves are very high.

The Federal noise standards only regulate the maximum L_{10} noise level a highway produces. These standards do not place any restrictions on amount of increase in noise levels a roadway causes. The relative increase in noise levels is as important in evaluating impacts as is the absolute noise levels. In addition, we do not consider the Federal standards protective of the public's health and welfare.

We encourage the Highway Division to construct the mitigation measures to give the maximum possible noise reduction. Noise mitigation measures should not be constructed simply to meet Federal noise standards. Providing the maximum possible noise reduction will mitigate the impact from both the relative increase in noise levels and the absolute amount of the noise level. A five-foot noise barrier, as briefly discussed in the Draft, may not provide adequate noise reduction.

The noise levels for the existing road system are expected to decrease slightly when this project is built. However, the levels along those roads will still be excessively high. U.S. 97 will be exposed to noise levels in excess of

L_{10} - 80 dBA. This is twice as loud as the Federal standards. The final E.I.S. should set forth mitigation measures for these roads.

The lands near the proposed project are now mostly agricultural. We recommend the Highway Division take steps to make sure local land-use plans contain provisions to prevent encroachment of future housing on this highway project.

Recommendations

The DEQ Noise Pollution Control Section recommends the following:

a. The Highway Division use our ranking of alternatives to determine which alternative to construct;

b. The mitigation measure be constructed so as to give the maximum possible noise reduction;

c. The existing road system receive consideration for noise control measures; and

d. The land use planning agencies be encouraged to adopt plans to prevent encroachment of housing onto this project.

Norman L. Jette
May 12, 1978

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Ph: 378-3732

[illegible] 2 [illegible]
STATE PARKS
BRANCH

PNRS STATE REVIEW

Project #: 7803 4 670

Return Date: APR 28 1978

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

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ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

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☒ The environmental impact is adequately described.

☐ We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement regarding this project.

☐ No comment.

- - - - - - - - - -

REMARKS

THIS OFFICE FEELS THAT THE WORD ELIGIBLE SHOULD BE DROPPED FROM PARAGRAPH ONE, LINE TWO ON PAGE 4-25. WITHOUT THE ARCHEOLOGIC SURVEY MENTIONED IN PARAGRAPH SIX, IT IS NOT POSSIBLE TO STATE THAT NO ELIGIBLE PROPERTIES EXIST WITHIN THIS KLAMATH FALLS SOUTHSIDE BYPASS PROJECT.

PARAGRAPH SIX, IF FOLLOWED, SHOULD INSURE COMPLIANCE WITH SECTION 106 OF THE HISTORIC PRESERVATION ACT OF 1966 AS AMENDED.

Agency: HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
525 TRADE STREET SE
SALEM, OREGON 97310

By: David G Talbot

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Ph: 378-3732

PNRS STATE REVIEW

Project #: 7803 4 670 Return Date: APR 28 1978

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☐ No comment.

- - - - - - - - - - -

REMARKS

RECEIVED
MAR 2[illegible]
DIVISION OF STATE LANDS

If alternative one is selected, please contact us at an early date concerning an easement across Klamath River.

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency ____________________ By ____________________

10,171

PROJECT MANAGEMENT
PME ☐ CCE ☒ OM ☐
LCE ☐ FAE ☐ OPE ☐
MAY 10 1978
File: PM FA
TAA ________ LG OP

5-12-78

DEQ Noise Control Section Comments on the
Draft E.I.S. for Klamath Falls Southside Bypass
Project #7803-4-670

Ranking of Alternatives: The following is a ranking of the alternatives based on the number of houses impacted by noise:

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b. The mitigation measure be constructed so as to give the maximum possible noise reduction;

c. The existing road system receive consideration for noise control measures; and

d. The land use planning agencies be encouraged to adopt plans to prevent encroachment of housing onto this project.

Norman L. Jette
May 12, 1978

10,171

PROJECT MANAGEMENT OFFICE MEMO

Date 5-10-78

Subject Klamath Falls South side Bypass File No. ______

Received (call) (~~visit~~) from Paul Riedl

Address ______

Made (call) (visit) to ______ Phone ______

Reason for contact and general discussion:

Department of Interior has filed protest re Environmental Statement

1) Segmental Section 2) Wet lands & wildlife

Says statement covers US97-Washburn Ave; however, Bypass apparently goes from US 97 to Or Rt 39.

Says there is a bend to use State funds later, also Johns Ave goes.

He has sent Potter copy. Promised to meet Fri 9:30 am

Need to have Harwell brief me well in advance

To complicate matter the FHWA had a legal sufficiency review from their office which said the EIS was okay

Signature S Wimer

File ( ) ( ) ( ) ( ) ( ) (#) ( ) ( )

Circulate: PME LGE OPE FAE CCE OM Other

[illegible] [illegible]

Klamath County ~ Public Works Department

VETERANS MEMORIAL BUILDING — 503-882-2501 — KLAMATH FALLS, OREGON 97601

PUBLIC CORRIDOR-DESIGN HIGHWAY HEARING

Notice is hereby given that Klamath County proposes to hold a corridor-design hearing pertaining to its proposed plans for right-of-way acquisition and construction on the Washburn Way - State Highway 97 Section of the Southside By-Pass lying southerly of the City of Klamath Falls, Klamath County, Oregon.

The proposal consists of four alternates, including a "No Build" alternate, of new construction and/or widening to a width of 48 feet with two 12-foot wide lanes and 12-foot shoulders, 8 feet of which would be paved. The project includes a possible bridge over the Klamath River, railroad crossings and truck-route interchange.

The Public Hearing will be held in the Board of County Commissioners' Hearing Room, Courthouse Annex, Klamath Falls, Oregon, May 1, 1978 beginning at 7:30 p.m. State Highway Division and County personnel, as well as representatives of Wilsey & Ham Consultants will be present to discuss the proposal, right-of-way and construction schedules. Opinions and views will be accepted at this hearing with an additional ten (10) days allowed for further written statements or comments.

A draft Environmental Impact Statement has been prepared for this project by Wilsey & Ham Consultants. It and other pertinent information, including that obtained by coordination with public and citizen advisory groups, will be available at the hearing and at the County Public Works Department. Both oral and written statements pertaining to the project would be appreciated at the hearing.

If any questions arise pertaining to this matter, please contact Mr. Earl Kessler, County Engineer, Veterans Memorial Building, Klamath Falls, Oregon 97601.

Cy' Coulter [illegible] 4-3

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
APR 3 '78
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

10/71

Department of Energy
Region X
1992 Federal Building
915 Second Avenue
Seattle, Washington 98174
206-442-7260

April 3, 1978

Gary A. Potter
Manager, Environmental Section
Oregon State Highway Division
Transportation Building
Salem, Oregon 97310

Dear Mr. Potter:

The Department of Energy (DOE) appreciates the opportunity to comment on the Draft Environmental Impact Statement (EIS) for the Klamath Falls Southside Bypass in Klamath County, Oregon (FHWA-OR-EIS-78-4-D).

Two of the purposes that Congress declared when it established the Department of Energy by enacting the DOE Organization Act (42 USC 7101) were:

- To achieve, through the Department, effective management of energy functions of the Federal Government, including consultation with the heads of other Federal departments and agencies in order to encourage them to establish and observe policies consistent with a coordinated energy policy, and to promote maximum possible energy conservation measures in connection with the activities within their respective jurisdictions [42 USC 7112(2)]; and,

- To place major emphasis on the development and commercial use of solar, geothermal, recycling and other technologies utilizing renewable energy resources [42 USC 7112(6)].

This Regional Office is utilizing the EIS comment process as one way to assist in achieving the purposes declared by Congress.

RECEIVED
DOT OPERATIONS
APR 11 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
TECHNICAL SERVICES
APR 10 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

EIS's are a most appropriate means to evaluate and present the energy consumptive characteristics consequent to proposed Federal agency actions, alternatives to proposed actions, and proposed mitigative measures. EIS's are also appropriately employed to develop and present energy conservation measures and renewable-resource energy measures which would not only reduce the energy consumed consequent to Federal agency actions but also reduce the nation's dependence on nonrenewable energy resources.

The Council on Environmental Quality *Guidelines for the Preparation of Environmental Impact Statements* urge that EIS's consider alternatives that will significantly conserve energy, and include energy use and energy conservation among the areas of environmental impact which should be considered in EIS's (just as air quality, water quality, noise, etc., must be considered).

This Office therefore reviewed the referenced Draft EIS to determine not only the specific impact of the alternatives on energy consumption, but also: (1) the adequacy of the EIS's broad consideration of energy use, (2) type of energy use, (3) energy conservation, and (4) efficiency of energy use. We found that the EIS generally does not appear to address the issues of energy use or energy conservation associated with the alternatives considered and proposed mitigative measures.

More specifically, the EIS does not consider and specify the energy effects associated with the use of the completed project. It is possible, for example, that energy consumption could be reduced through an alternative that minimizes traffic congestion. Or, for another example, the grade profiles of the alternatives may vary, thereby influencing energy consumption over their useful lives. The energy consumed for maintenance might also vary greatly between the alternatives depending on the extent and design of rights-of-way, traffic volumes, and type of pavement. Similarly, the energy utilized by lighting should be considered in the EIS; this can vary greatly with alternative project designs and the type of lighting used. The alternatives should be compared using these or other similar criteria.

This EIS also does not presently include a consideration of the energy invested in the material which could be used to construct the alternatives and the energy consumed by construction activities. In order to make some energy comparisons between project alternatives this Office has performed some rough calculations of the energy requirements of the three project alternatives, using general conversion factors between construction costs, type of construction, and energy use (see the DOE's State Energy Conservation Plan Handbook, pp. 61-80, attached).

The construction of Alternative 1 could require an expenditure of about 500 billion Btu's in fuel and material. Alternative 2, including the Highway 97 bridge replacement, also could require an expenditure of about 500 billion Btu's. Alternative 3, including the bridge replacement, could be the least energy intensive, requiring an expenditure of about 400 billion Btu's. Besides the signficiant savings of energy that could directly result from use of Alternative 3 (compared to the other alternatives), this alternative also appears to offer the most potential for energy conservation through use of recycled, cold mix, or emulsified asphalt, proper aggregate selection, and use of alternative binding agents (i.e., fly ash). We would therefore encourage that additional attention be accorded to the selection of this least energy intensive alternative.

We would appreciate a consideration of alternative materials, as well as alternative projects in the Final EIS. The Final EIS should also present an evaluation of the use of alternative construction techniques and procedures. Some procedures can greatly alter energy consumption during construction (e.g., using a higher moisture content and lower temperature in hot mix asphalt plants, requiring high loading efficiencies for earth moving equipment, maximizing use of on-site materials, utilizing standardized and repetitive dimensions to permit maximum reuse of forms, and encouraging carpooling by construction employees).

Additionally, the Final EIS shold indicate that measures will be taken to mitigate excessive or unnecessary energy consumption due to the design, construction, use and maintenance of the eventual proposed action. Any potential for substitution of renewable energy resources for nonrenewable energy resources should also be addressed in the Final EIS.

Finally, the EIS does not presently consider the energy impacts of the entire Southside Bypass project as a whole. This could be a relevant consideration, especially because of the interrelatedness of factors affecting energy use (e.g., fill material created by construction of one section of the bypass could be used in another section). The EIS also states that a number of factors will be considered when determining the precise final alignment of the bypass (page 5-5). Energy use is not explicitly noted as one of these factors, but some of the factors listed will affect energy consumption, both in construction and use of the bypass.

This Office again thanks you for the opportunity to review and comment on your Draft EIS. We hope our comments will be helpful to you in the preparation of the Final Environmental Impact Statement, and in your further consideration of the alternatives. If we can be of further assistance, please do not hesitate to contact us.

Sincerely,

Jack B. Robertson

Jack B. Robertson
Acting Regional Representative

cc: Lee Johnson, External Affairs Officer, Region X, DOE

Robert Stern, Office of the Assistant Secretary for Environment, Environmental Impact Division, NDOE

Paul Brumby, Office of the Assistant Secretary for Conservation and Solar Applications, Federal Programs Office, NDOE

Louis Lybecker, Regional Administrator, Federal Highway Administration, DOT, Portland, Oregon

Attachment

Environmental Section 4-7-78
cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walt Hart
Dale Allen
J. F. Gunter
Glen Green-FHWA
G. A. Potter
David Carter

Energy Efficient Procurement Practices for State Governments

State and local purchasing practices have enormous potential for achieving energy savings for several reasons:

- The dollar volume of State and local purchasing is huge, totalling an estimated $100 billion per year. A significant portion of this volume applies to products for which energy savings are potentially available.
- State purchasing responsibility tends to be centralized.
- Public purchasing concepts are changing from an emphasis on low initial cost to an emphasis upon best value. The escalation in the cost of energy in recent years means that the best buy on a life-cycle basis is also likely to be the best energy conservation. Good purchasing and energy conservation are therefore mutually supportive objectives.
- The potential influence of State and local purchasing agencies goes well beyond the agencies' own demand for products. First, the States have developed a joint program to use standard specifications and otherwise to follow similar buying practices, which tends to present an aggregated market to industry. Energy conservation opportunities and needs can therefore be communicated effectively to industry. Second, State and local purchasing agencies are highly visible to the general public; effective energy conservation practices adopted by State and local governments can therefore easily be made available to the general consumer.

1. Requirements

The Energy Policy and Conservation Act and implementing regulations require that each State develop mandatory standards and policies to effect energy efficient procurement practices in the State and its political subdivisions which meet the following minimum criteria:

- To the extent determined feasible by the State, all measures shall be ready for implementation by January 1, 1978, unless an extension has been granted by FEA; and
- The plan shall contain the elements deemed appropriate by the State to improve energy efficiency through the procurement practices of the State and its political subdivisions.

In addition to these formal requirements, it is recommended that to the extent feasible, existing State and local organizations be used in planning and implementing the procurement sections of the plan. The use of existing organizational machinery will increase the likelihood that the policies and practices will continue once the State energy conservation program has ended.

2. Suggestions for Developing and Implementing the Program Measure

The purpose of this program measure is to permit the consideration of energy conservation as one element in the specification of goods purchased by State governments. Factors measuring energy conservation or efficiency which are technically supportable shall be used together with price and other relevant factors in the procurement process to determine which items or devices will be purchased.

Because State and local purchasing practices vary widely, a logical first step in this program measure is a survey of the State purchasing system to evaluate the technical and organizational resources available for the development and implementation of an energy conservation plan. Factors to be reviewed as part of this inventory include, but are not limited to:

- The extent to which purchasing authority is centralized. (In a number of States, higher education institutions, transportation agencies, health care agencies, and public school systems are exempt from central purchasing authority.)
- The extent of centralization and coordination in supportive services such as central warehousing and product issuance, motor pools, messenger service, building and grounds operation, and communications services.
- The extent to which laws, policy and budgets require and support a program of "standard specifications" which result in uniformity in products used by State agencies.
- The number, training, and continuity of State buying personnel.
- The existence and quality level of specification and technical personnel, and the availability of resources for inspection and testing.

- The extent of information interchange and collaborative involvement among the State offices involved in buying commodities, contracting for building construction, and maintaining buildings and grounds.
- The existence of current handbooks or manuals to guide the purchasing operation.
- The extent to which services of the State purchasing office are available to local governments.
- Offices and facilities in State government which maintain a State-local relationship.

Based upon the analysis of the State's situation, a planning approach may next be designed which incorporates the experience and suggestions of those organizations responsible for implementing the plan on a continuous basis. Among key persons and agencies are the director of general services, the chief State purchasing officer, and purchasing officers from various State agencies. These officials, while expert in purchasing, do not ordinarily have regular contact with energy policy considerations. It is therefore essential that effective arrangements be established at the beginning of planning to link purchasing officials with energy policy processes. In addition, that part of the plan involving local governments will require the participation of State and other agencies which are in contact with local governments, such as departments of local affairs and associations of county commissioners, as well as local officials representing local policy and administrative purchasing concerns.

It is recommended that in-house personnel be utilized whenever possible in order to develop State capability to deal with these issues.

A strong plan will probably contain four key elements:

- A statement of commitment to energy conservation as an objective of public purchasing;
- A provision for an effective mechanism to implement the plan;
- An inventory of opportunities to conserve energy through public purchasing policies; and
- A provision for effective State-local collaboration.

Statement of Commitment

Public purchasing systems emphasize the value of products in performing particular tasks, but such systems tend not to take into account the public policy implications of their decisions. A statement of commitment should explicitly recognize that energy conservation is a desirable public objective and that energy conservation is properly a factor to be taken into account in making purchasing decisions. As a minimum, the statement should provide that the energy costs in operating products should be considered. Beyond this, and as a matter of State policy, a State may want to recognize energy efficiency as an essential factor regardless of cost. The statement would preferably be issued through legislation; but if legislation is not feasible, an alternative authoritative means such as an executive order could be used.

In order that administrative officials retain flexibility in developing their tools to conserve energy, the statement should avoid detailed prescriptions as to how the State is to use its purchasing system to conserve energy.

Implementing Mechanism

The implementation mechanism will need to perform, at a minimum, the following tasks:

- Identify on a continuing basis energy conservation opportunities through purchasing which are available in all State government agencies and in local governments.
- Provide for a structured interchange of information related to energy conservation products and policies among State, local, and Federal agencies, and appropriate interstate organizations.
- Identify laws, policies, and procedures which require modification for effective implementation of the plan. Recognize that the purchasing aspect of the plan is in many ways inseparable from the overall State plan and that integration is therefore necessary.
- Provide a clear-cut channel for purchasing officials to communicate significant energy-savings opportunities which arise in the course of day-to-day purchasing operations but which might be lost due to budgetary or other constraints outside the authority of the purchasing office.

- Monitor experience with energy conservation practices, design reporting system between interacting levels of government, and report results of conservation efforts.

- Provide sufficient budgetary allocation to the purchasing department to assure that the necessary energy-related purchasing functions can be performed at an effective level of operating quality and visibility. Elements of budgetary resources likely to be required are:

  - Employment of two or three persons in the central purchasing office to be responsible for continuous planning and implementation of purchasing policies and procedures supportive of energy conservation. (Note: responsibility includes coordinating and implementing program in all agencies which may be outside the central purchasing authority.)

  - Orientation and training programs for State and local employees involved in public purchasing decisions.

  - Collection, organization and dissemination of information related to State and local energy conservation, including product standards or specifications, user-need criteria, and technical resources available.

  - Meetings and other activities, such as cooperative purchasing support and technical assistance, involving local agencies to the maximum extent practical to support the State plan as it applies to local governments.

  - Interchange of experience and participation in interstate programs involving joing development of purchasing-oriented conservation techniques, products and user-need criteria. (The National Association of State Purchasing Officials, through the Public Procurement Research Foundation, is operating such an interchange program.)

  - Monitor experience with energy conservation efforts, design reporting system, and report results of conservation efforts.

While the above objectives will generally be the same or similar in all States, the form of the implementation machinery will vary to accommodate each State's program.

Inventory of Opportunities

A State may take a number of different approaches in determining what items an energy efficient procurement policy should address. One approach would be to establish a list of commonly procured items ranked by the level of energy they consume in production and/or operation. Those representing the highest energy costs would be the first for which energy conserving specifications might be drawn up.

States pursuing this policy may discover that items with the lowest operating cost over the life of the article may have higher first (or initial purchase costs) than similar items with higher life cycle costs. If funds are not available to pay this higher first cost, the State or local government may be forced to purchase the less desirable item because of the lower acquisition cost.

One solution to this dilemma might be the establishment of a fund from which part of the cost of energy-efficient products can be paid. The payment might be the cost differential between an otherwise satisfactory product which is not efficient and one which is efficient. Consideration might be given to financing such a fund from dollars that are saved through life-cycle costing and other techniques which save both dollars and energy.

While an inventory of potential opportunities to conserve energy through purchasing will no doubt produce different conclusions in different States, some of the opportunities which might be considered are:

- Appliances and Related Products which Consume Energy in their Operation: Experience has shown that the utilization of life cycle costing and performance specifications will accomplish two favorable results:
  - The State will purchase more efficient products; and
  - The State action, if perceived by industry as a joint effort by all or most States, will provide an incentive to industry to manufacture more energy efficient products in order to compete for governmental business.
- Asphalt: Emulsified asphalt uses substantially less petroleum than does asphalt using other mixing processes. (See "Energy Requirements for Roadway Pavement," referenced under Technical Information Available.)

- Lights: Electric incandescent, fluorescent, and other types of lamps vary in their operating efficiencies. Calculation of the energy use factor in the purchase of lamps will result in buying more cost-efficient units and, as in the case of appliances, will encourage manufacturers to produce more efficient units. Also, the use of lower wattage bulbs in sometimes feasible.

- Motor Vehicles: Policy guidelines concerning the use of cars may be developed emphasizing the circumstances in which particular size cars are to be used. Such guidelines, if properly developed, will indicate circumstances in which small cars are advantageous. Part of such a usage standard system is to require that requisitions from agencies describe the transportation need which is to be met rather than the type of car which the agency deems to be necessary. The total cost, including fuel costs in particular, should be considered when writing specifications, evaluating bids and awarding contracts for automobiles. In setting up policies for vehicle purchases, trucks, school buses, and off-road vehicles should not be overlooked. (Some opportunities for conservation are possible in the use of diesel versus gasoline engines; these opportunities may be explored.)

- Products which Require Energy Intensive Manufacturing Processes: The purchasing system may take into account the large amounts of energy. Some products require for their manufacture, and consideration therefore be given to using alternative products. Examples of high intensity products are primary metals, including aluminum in particular, paper, and petro-chemicals, including plastics. The potential energy savings of this policy are included as one factor in the energy savings methodology for this program measure.

- Tires: In tire purchasing, it should be recognized that longer-life tires reduce the overall amount necessary to manufacturing processes and that recapped tires require only about one-third the energy consumption as used in manufacturing new tires. Therefore, both should also be considered.

State-Local Collaboration

State governments typically have relatively little control over local purchasing operations, and, as a general rule, the plan need not provide for major alterations in existing control patterns. Two exceptions to this general rule are, first, that the "Statement of Commitment" may be adapted to apply to local governments if legally possible, and second, legislation may be sought, if not now in existence, to establish a properly designed system for local government participation in State contracting activities. If neither of the above two steps is feasible, the States can effectively enlist local governments in the energy conservation effort through a combination of several steps:

- o Local government representatives and State officials who work with local governments should be involved in development of the plan.

- o All information developed by, or available to, the State relating to the use of purchasing in energy conservation should be provided to local governments. Further, a means of identifying conservation measures used by local governments should be developed so that information can be made available to State and local governments.

- o State technical resources should be made available to local governments. Some examples of these resources are:

  - Approximately thirty-two States now have "cooperative: purchasing laws under which local governments have access to State contracts. Local governments should be particularly encouraged to use these contracts where energy conservation is involved.

  - The States are involved in an interstate collaborative effort to develop performance specifications, life cycle costing formulae, and related materials, plus the technical resources necessary to use these materials. These materials and technical resources should be made available, to the extent feasible, to local governments.

  - State agencies, in addition to purchasing offices, have personnel with specialized skills which can be applied to local problems. To use but two examples, State motor pool personnel have expertise concerning conservation measures related to motor vehicles, and State plant operation personnel have knowledge concerning equipment used in lighting buildings.

- o The States can provide leadership and assistance to local governments in training personnel. Local training programs can be encouraged, and, in addition, State training courses can be opened to local personnel.

- o Available channels of communication, over and above formal government-to-government channels, should be exploited. In every State, organizations and personnel with similar missions have found ways to collaborate.

For example, hospital amdinistrators in virtually every State have an effective organization; plant operation officials, public and private, usually have at least a semblance of organized communication; fleet administrators, public and private, exchange information at least to some extent. Not only can these channels be effectively utilized in mobilizing local governments, but they provide an interface with the private sector as well, permitting private experience to be made available to governments and permitting government influence to impact on the private sector.

o Channels of communication among local governments should be utilized. These channels, which frequently take the form of councils of governments or development districts, are well-developed in many States and offer an excellent two-way communication vehicle. Councils of governments which cross State lines may be of particular use in providing input to the State program for energy conservation.

3. Technical Information

Source: Public Procurement Research Foundation of the National Association of State Purchasing Officials, P. O. Box 11910, Lexington, Kentucky 40511

State and Local Government Purchasing - Final Report
This report contains "best elements" of a public purchasing program which could be applied to local conditions and adopted by State and local governments.

State and Local Government Purchasing - A Digest
A preliminary draft which highlights the final report.

Information Releases
These releases contain four sections: Purchasing Administration Bulletins (White Sheets), Standard Specifications of NASPO (Yellow Sheets), NASPO Buyer/User Data (Blue Sheets), and NASPO Information Accumulation Sheets (Green Sheets).

#1 - August 1975: This release contained two white sheets explaining the NASPO Information System; seven yellow sheets (Task Force Interim Reports) on Room Air Conditioners, Hot Water Heaters and five non-energy-related products; two blue sheets on Room Air Conditioners and Household Appliances; and three green sheets on Synthetic Motor Oil, Electric Typewriters, and Vehicle and Fleet Operation.

#2 - November 1975: This release contained two white sheets on the NBS Collaborative Reference Program and a non-energy-related subject; one yellow sheet on NASPO/ETIP Product Specifications (Listing of selected products); two blue sheets on Electric Typewriters (Results of August Green Sheet Inquiry) and a non-energy-related subject; and three green sheets on Bulb-Misers and two non-energy-related subjects.

Specifications

These were developed by NASPO utilizing technical Task Forces of States' personnel, with participation of industry and standards-setting organizations.

Air Conditioner	November 1975

Product Experiment Reports

These reports contain the Background for the conduct of each Product Experiment, Summary of each Experiment, Observations and Tentative Conclusions, Policy Recommendations of NASPO, and Phase II Plans for each Product Experiment.

Air Conditioners	June 1976
Synthetic Oil	May 1976

Source: Federal Supply Service, General Services Administration,
Washington, DC 20406

Applying LCC in the Federal Supply Service

Life Cycle Costing is a procurement technique which considers ownership costs, as well as acquisition price, in the award of contracts. This report summarizes the intent of the LCC program and the methodology to accomplish it. Free copies are available by calling Alan Beres of the Federal Supply Service at (703) 557-1583.

Life Cycle Costing Seminars

The Training Division of the Federal Supply Service sponsors training sessions on life cycle costing which are open to State and local personnel and federal procurement officials. LCC Seminars are scheduled in: Arlington, Virginia November 8-12, 1976, February 14-18, 1977, May 16-20, 1977, and August 22-26, 1977; Forth Worth, Texas

October 4-8, 1976; Atlanta, Georgia November 15-19, 1976; Auburn, Washington December 6-10, 1976; San Francisco, California December 13-17, 1976; Washington, DC January 17-21, 1977; New York February 7-11, 1977; Boston, Massachusetts March 21-25, 1977; Kansas City, Missouri August 8-12, 1977; and Denver, Colorado May 2-6, 1977.

For further information on the workshops, contact the Training Division, Federal Supply Service, General Services Administration, Washington, DC 20406 (703) 557-0986.

Specifications and Life Cycle Costing Formulae

The Federal Supply Service has available specifications and formulae on Air Conditioners (first and second procurement), No-frost refrigerator-freezers (domestic type), subcompact sedans, and water heaters (gas and electric, domestic type).

Source: The Asphalt Institute, College Park, Maryland 20740

Energy Requirements for Roadway Pavements

The study examines the energy requirements for constructing different types of pavements, including energy needs for the manufacture of all materials incorporated in pavements, the handling, processing, drying, mixing, hauling, placing and compaction of these materials. Refer to Publication No. MISC-75-3.

Source: The Council of State Governments, Iron Works Pike, Lexington, Kentucky 40511

State Responses to the Energy Crisis

The early reactions of the States to resolve and relieve the causes and effects of the energy crisis are discussed in this report. A bibliography lists State legislation, programs, and reports relevant to the energy situation.

1. Energy Savings Methodology

The energy savings for this program measure can be attributed to three changes in procurement practice, these being: procuring goods which require less energy to manufacture, procuring equipment which uses less energy to operate, and procuring less equipment or goods. The energy consumed yearly for any item of equipment is the sum of two products, the first being the dollars expended yearly in purchasing the item multiplied by the energy per dollar required for manufacture, and the second being the number of items multiplied by its average yearly consumption. Total energy consumed yearly in connection with particular items is the sum of these two products over all such items purchased by the State. Energy saved is the difference between the total energy consumption associated with the projected additions to State inventory if energy efficiency were *not* a factor in procurement minus the total energy consumption associated with the *different* projected additions to inventory that would occur if energy efficiency *were* a factor in State procurement.

- Data Requirements

  Representative data on the energy-intensity (energy per dollar required to manufacture) of 206 different goods and services and on energy consumption of 36 representative electrical devices and 8 representative motor vehicle types are provided. The State is encouraged to use its own data, particularly in the case of motor vehicles, and to use EPA mileage data for particular vehicle makes, if available.

  The State must provide estimated data on target year expenditures with and without the conservation program for each type of product affected by the program. The State must also provide estimated data on the number of each type of energy-consuming device added to stock during the period covered by program implementation, with and without the conservation program. ("Items added to stock" are the number of items that would normally have been purchased, over the period of the program, *without* the program, versus number of items procured over the period of the program as a result of implementing the program.) To the extent that the State proposes that either the energy intensity or the average annual energy consumption per unit of a given product will itself be different as a result of implementing this program, the State would have to provide estimates of what these changes would be.

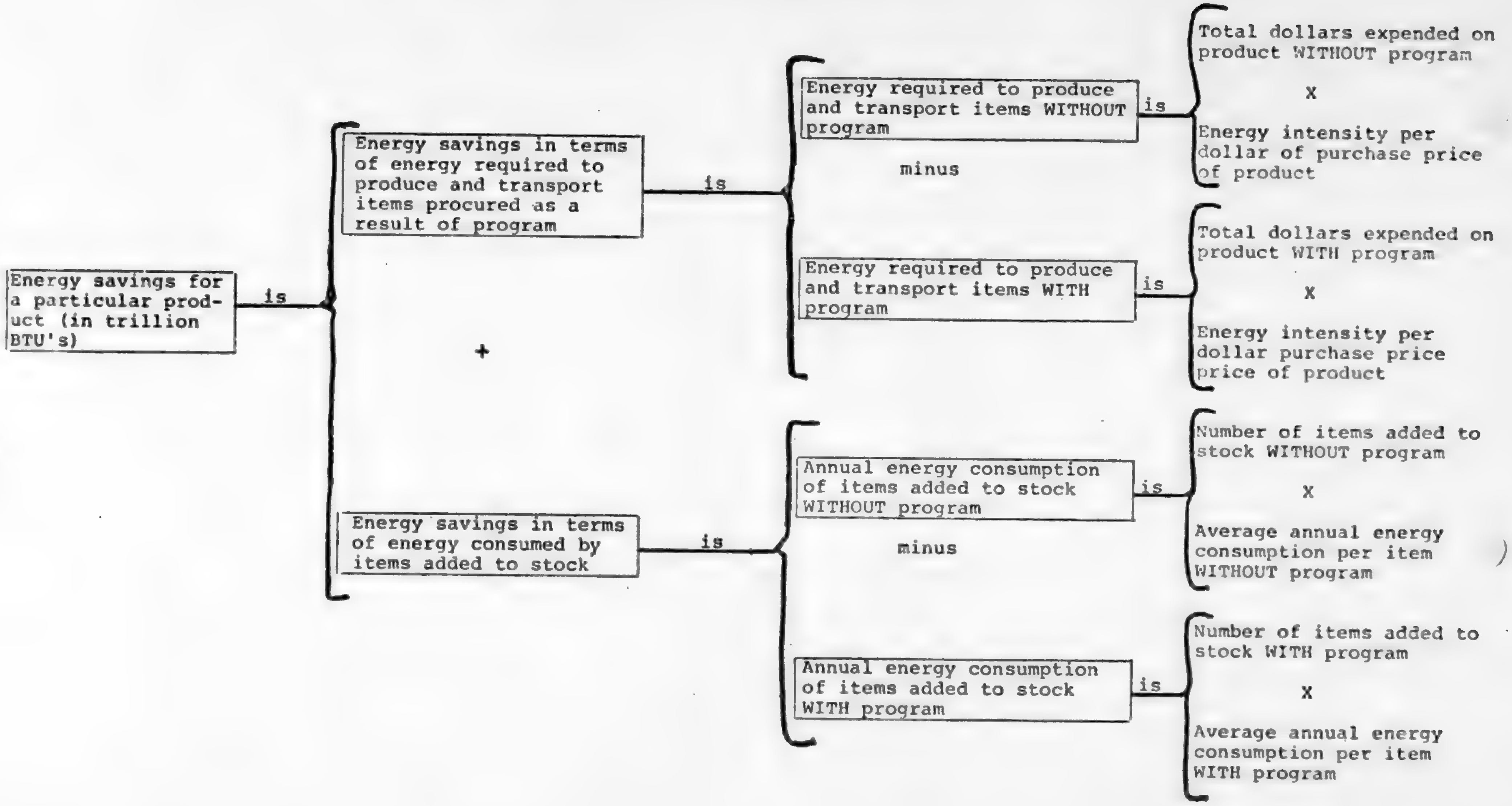
For any given product, data on the comparative energy intensities of different brand names are not now systematically available. Therefore, although the formula allows for this approach to saving energy, for the time being it is expected that "without program" and "with program" intensity data will generally be the same, per product unit. On the other hand, for some major energy-consuming products like automobiles and air conditioners, manufacturers and/or consumer interest groups have published comparative energy consumption data that the State may use in estimating annual energy savings associated with changes in procurement from one manufacturer or model to another.

In estimating the "total dollars expended on item," the State should use the number of units purchased in the target year, with and without program measure. In estimating the number of "items added to stock" the State should use the cumulative number of items purchased between date or program implementation and end of target year, with and without program measure.

- Worksheet

To calculate the energy savings from mandatory standards and policies relating to energy efficiency in procurement practices, the following worksheet and summary sheet may be used. To use the worksheet, follow each numbered step filling in the appropriate data and making the stated calculations. One worksheet is to be used for each type of item. After calculating energy savings for each type of item, the results in thousand Btu's are entered on the summary sheet. These are then added together and adjusted to trillion Btu's.

CONCEPTUAL BREAKDOWN OF FORMULA III
(Energy Savings From Standards and Policies Relating to Energy Efficiency in Procurement Practices)


Energy savings for a particular product (in trillion BTU's)
is
Energy savings in terms of energy required to produce and transport items procured as a result of program
+
Energy savings in terms of energy consumed by items added to stock
is
Energy required to produce and transport items WITHOUT program
minus
Energy required to produce and transport items WITH program
is
Annual energy consumption of items added to stock WITHOUT program
minus
Annual energy consumption of items added to stock WITH program
is
Total dollars expended on product WITHOUT program
X
Energy intensity per dollar of purchase price of product
is
Total dollars expended on product WITH program
X
Energy intensity per dollar purchase price price of product
is
Number of items added to stock WITHOUT program
X
Average annual energy consumption per item WITHOUT program
is
Number of items added to stock WITH program
X
Average annual energy consumption per item WITH program

State Name ____________________
Target Year ____________________

State Energy Conservation Program

Mandatory Standards and Policies
Relating to Energy Efficiency in
Procurement Practices

Worksheet for Estimating Total Energy Savings for a Particular Type of Item

Item: ______________________________

Step 1:		Calculate Savings of Energy Required to Produce and Transport Purchased Items.		
	a.	Enter total dollars expended in '30 on item WITHOUT program (State estimate)	____	$
	b.	Enter energy intensity of item, in thousand Btu's per purchase price, WITHOUT program (Table III.A)	____ $(x10^3)$	e
	c.	Compute energy required to produce and transport item WITHOUT program (line 1a x 1b)	____ $(x10^3)$	e$
	d.	Enter total dollars expended on item in '30 WITH program (State estimate)	____	$'
	e.	Enter energy intensity of item WITH program (Table III.A: may be same as step 1b)	____ $(x10^3)$	e'
	f.	Compute energy required to produce and transport item WITH program (line 1d x 1f)	____ $(x10^3)$	e'$'
	g.	Compute energy savings as a result of program (line 1c minus 1f)	____ $(x10^3)$	e$-e'$'
Step 2:		Calculate savings of energy consumed by items added to stock.		
	a.	Enter number of items added to stock thru 77-30 WITHOUT program (State estimate)	____	N
	b.	Enter average annual energy consumption per item, in thousand Btu's WITHOUT program (Table III.B or III.C or State Calculation: see footnote)	____ $(x10^3)$	E
	c.	Compute energy consumption in target year WITHOUT program (line 2a x 2b)	____ $(x10^3)$	NE
	d.	Enter number of items added to stock thru 77·30 WITH program (State estimate)	____	N'
	e.	Enter average annual energy consumption per item WITH program (Table III.B or III.C or State calculation: see footnote)	____ $(x10^3)$	E'
	f.	Compute energy consumption in target year WITH program (line 2d x 2e)	____ $(x10^3)$	N'E'
	g.	Calculate energy savings as a result of program (line 2c minus 2f)	____ $(x10^3)$	NE-N'E'
Step 3:		Calculate total savings for this item.		
	a.	Add savings in terms of energy required to produce and transport item to savings in terms of energy consumed by item (line 1g + 2g)	____ $(x10^3)$	$E_s(P)$
Step 4:		Enter total savings for this item into Summary Sheet.		

Formula: $E_s(P)=(e\$ - e'\$') + (NE-N'E')$

Footnote (line 2b and 2e):

If item is an appliance, use Table III.B or make the following calculation:

____	x	____	x	3.413	x	3.33	=	____
Watts per hour (mfr's data		No. hours operation per year		Factor to convert watts to thou. Btu's		Elec.gen. factor		Thousand Btu's/year

If item is a vehicle, use Table III.C or make the following calculation:

____	÷	____	x	125	=	____
Miles per year		MPG		Factor to convert gallons to thousand Btu's		Thousand Btu's/year

State Name ____________________

Target Year ____________________

Summary Sheet for Accumulating Energy Savings for Mandatory Standards and Policies relating to Energy Efficiency in the Procurement Practices of States and Political Subdivisions

Item Description	Associated Energy Savings (from Worksheet, line 3a)
	$(\times 10^3)$

Subtotal ____________ $(\times 10^3)$

$\times 10^{-12}$

Calculate total energy savings in trillion Btu's by multiplying the subtotal by 10^{-12} =Total $(\times 10^{12})$ Btu's

Table III-A

ENERGY INTENSITY (EI) IN STATE AND LOCAL PROCUREMENT FROM INDUSTRY
(in thousand Btu's per 1980 $) Estimated for 1980

Industry	EI
Bricks	(303)
Steel Prod.	(233)
Water Transp.	(210)
Inorganic-Organic Chem.	(206)
Chem. & Fert Mineral Mining	(187)
Air Transport	(180)
Paperboard Mills	(169)
Plastics	(158)
Paper Mills	(155)
Fabric Wire Prod.	(132)
Concrete Blocks	(126)
Agricultural Chemicals	(122)
Fertilizer	(122)
Misc. Chem. Prod.	(122)
Alum. Castings	(121)
New Const., Highways	(110)
Steel Springs	(109)
Sugar	(107)
Water, Sanitary Serv.	(102)
Asbestos Prod.	(99)
State, Local Govt. Enterp.	(97)
Stone, Clay, Min.	(98)
Metal Stampings	(96)
R R and Street Cars	(95)
Glass Products	(92)
Paperboard Containers	(91)
Paint Products	(90)
Fab. Metal Products	(89)
Pipeline Transport	(87)
Misc. Plastics	(86)
Broad Fabric Mills	(85)
Food Utensils	(85)
Tires	(85)
Misc. Rubber Products	(82)
Storage Batteries	(82)
New Const., other	(81)
Conventional Paper Prod.	(80)
Pottery Products	(80)
Cooking Oils	(79)
Sanitary Paper Products	(79)
Floor Coverings	(78)
Metal Household Furn.	(77)
Small Arms Ammun.	(77)
Gaskets	(76)
New Const., Pub. Utilities	(75)
Prepared Animal Feed	(75)
Cleaning Preparations	(73)
Railroad	(73)
Metal Fixtures	(73)
Hotels	(72)
Household Appliances	(71)
Household Laundry	(71)
Welding Apparatus	(71)
Housing Furnishings	(71)
Butter	(71)
Condensed Milk	(69)
Floor Coverings	(68)
Household Cooking Equip.	(68)
Envelopes	(68)
Poultry, Eggs	(68)
Canned Fruit, Veg.	(68)
Frozen Food, Vegetables	(67)
Office Supplies	(67)
Cheese	(66)
Canned Specialties	(66)
Pickles, Dressing	(65)
Household Refrig. Equip.	(65)
Hardware	(65)
Feed Grains	(64)
Highway Passngr. Trans.	(63)
Motorcycles, Bicycles	(63)
Flour Cereals	(63)
New Const.,Non residential	(63)
Wood Products	(62)
Forest, Fish Prod.	(62)
Farm Machinery	(62)
Meat Products	(62)
Light Fixtures	(61)
Meat, Animal Prod.	(61)
Commercial Printing	(61)
Electric Housewares	(60)
Dehydrated Products	(60)
Metal Office Furniture	(60)
Rice Milling	(59)
Motor Vehicles & Parts	(58)
Safes, Vaults	(58)
Refrig. Machinery	(58)
Const. Machinery	(58)
Hand Tools	(58)
Games	(57)
Brushes	(57)
Curtains	(56)
Footware Cut Stock	(56)
Rubber Footwear	(56)
Ice Cream	(56)
Service Industry Machines	(56)
Public Bldg. Furniture	(55)
Nonprofit Org.	(55)
Fluid Milk	(55)
Fish	(55)
General Ind. Mach.	(55)
Boat Building	(55)
Educational Service	(54)
Maint. Const., other	(54)
Motors, Generators	(54)
Food Preparation	(54)
Soft Drinks	(54)
Canned Sea Foods	(54)
Macaroni	(54)
Internal Combustion Eng.	(53)
Medical Instr.	(53)
Fabric Textile Prod.	(53)
Furn., Fixtures	(53)
Primary Batteries	(53)
Forest, Grn House, Nur.Prod.	(52)
Laundry Equip.	(52)
New Const., Residential	(52)
Mattresses	(52)
Athletic Equip.	(52)
Engine Elec. Equip.	(52)
Signs, Ads.	(52)
Industrial Trucks	(51)
Confectionary Prod.	(51)
Elec. Ind. Apparatus	(51)
Metal Forming Tools	(50)
Phono Records	(49)
Toilet-Preparations	(49)
Personal Service	(49)
Household Vacuums	(49)
Misc. Manufactures	(49)
Pens and Pencils	(48)
Metal Working Mach.	(48)
Hospitals	(48)
Maint. Const., Residential	(47)
Pumps, Compressor	(47)
Machine Shop Products	(47)
Stone Products	(47)
Newspapers	(47)
Musical Instruments	(47)
Scales	(47)
Special Dies and Tools	(47)
Auto Repair	(46)
Sewing Machines	(46)
Flavorings	(45)
Periodicals	(45)
Election Tubes	(45)
Semiconductors	(44)
Food Prod. Mach.	(44)
Electronic Components	(44)
Med., Health Services	(44)
Wood Office Furniture	(43)
Apparel from Purchased Mat.	(43)
Dental Equipment	(43)
Bakery Prod.	(43)
Cutlery	(43)
Motor Freight Transport	(43)
Small Arms	(43)
Surgical Supply	(43)
Advertising	(42)
Woodworking Machine	(42)
Drugs	(41)
Wood Fixtures	(41)
Fruits	(41)
Uphol - Household Furn.	(41)
Opthalmic Goods	(40)
Wood Household Furn.	(40)
Silverware, Jewelry	(40)
(Veg), Misc. Crops	(40)
Switchgear	(40)
Mech. Measuring Serv.	(40)
Misc. Leather	(40)
Photographic Equip.	(40)
Book Publishing	(39)
Electric Lamps	(39)
Scien. Instr.	(39)
Watches, Clocks	(38)
Office Machines	(38)
Radio, T.V. Sets.	(37)
Printing Machine	(36)
Post Office	(35)
Footware Except rubber	(35)
Metal Cutting Tools	(35)
Wholesale Trade	(34)
Retail Trade	(34)
Ind. Controls	(34)
Aircraft	(34)
Optical Instr.	(34)
Misc. Printing	(33)
Motion Pictures	(31)
Agr. Forestry, Fishery Serv.	(31)
X-ray Equipment	(31)
Elec. Meas. Instr.	(30)
Misc. Publishing	(30)
Coffee	(29)
Radio - T.V. Comm. Equip.	(28)
Typewriters	(28)
Radio - T.V. Broadcast	(27)
Misc. Business Services	(25)
Misc. Professional Services	(24)
Amusemt., Rec. Serv.	(23)
Real Estate	(22)
Insur. Carriers	(20)
Communications	(16)
Doctors, Dentists	(14)
Security & Commodity BroKers	(11)

Source: SRI, Op.cit. pp.43-47. 1980 calculations based on SRI formula and data from "Energy Costs of Goods and Services, 1963 and 1967," by R.A.Herendeen and C.W.Bullard, III, University of Illinois (November 1974).

Table III.B

ESTIMATES OF ENERGY CONSUMPTION OF REPRESENTATIVE ELECTRICAL DEVICES AS USED BY STATE AND LOCAL GOVERNMENTS (ANNUAL)

Device	Energy Required To Supply Electricity* (thousand Btu)
Air conditioner (window)	17,800
Clock	500
Clothes Dryer (electric heat)	55,200
Clothes Washer (automatic)	2,800
Coffee Maker	8,000
Dishwasher	13,600
Disposal	1,300
Drill, Electric (¼")	700
Electric Oven	28,400
Food Blender	1,100
Floor Polisher	4,500
Food Freezer (15cu ft)	32,900
Fry Pan	10,200
Hot Plate	7,100
Lawn Mower (electric)	5,700
Light Bulb	2,800
Light, Florescent Tube	1,100
Microwave Oven	4,100
Movie Projector	300
Photo Copier	30,700

Device	Energy Required To Supply Electricity* (thousand Btu)
Range (electric)	24,100
Refrigerator Freezer (14 cu ft conventional)	24,400
Refrigerator Freezer (frost free)	32,900
Skill Saw	5,700
Typewriter	300
Vacuum Cleaner	6,800
Air Compressor (1/2-hp elec. motor)	4,200
Arc Welder (37-½ amp)	25,600
Drill Press (1/2-hp elec. motor)	2,100
Grindstone (1/3-hp elec. motor)	700
Lathe, Metal (1-hp elec. motor)	2,100
Lathe, Wood (1-hp elec. motor)	3,400
Table Saw (1-hp elec. motor)	6,400
Soldering Iron	2,800
Television Set (color)	4,000
Tape Recorder	600

---

* Assuming 30 percent overall efficiency in generation and transmission.

Source: SRI, Op.cit., p. 51 (calculations made based on a variety of sources referenced therein)

Table III.C

ESTIMATES OF ENERGY CONSUMPTION OF REPRESENTATIVE GASOLINE-POWERED VEHICLES

Vehicle	Energy Consumption per Year (thousand Btu)
Automobile	
Under 1800 lbs	90,000
1800-2249	120,000
2250-2799	130,000
2800-3799	180,000
3800-4799	250,000
4880 and over	280,000
Light truck	190,000
School bus	130,000

Source: SRI, op.cit., p. 53 (calculations based on data from *Consumer Reports* and U.S. Dept. of Transportation "Energy Statistics.")

Note: The automobile estimates are based on U.S. average miles travelled per year of 20,000, which could be substantially different from a State's actual usage of some types of automobiles. Moreover, if the State has data by make of car, it should use EPA mileage figures and categories instead of the ones used by SRI. Such substitutions for the data on page 53 of the SRI report would cause the yearly consumption figures for use in the formula to be different from the ones presented here.

Tra 7-4-1
K. Falls
Ap.

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

NORTHWEST REGION
FAA BUILDING KING COUNTY INT'L AIRPORT
SEATTLE, WASHINGTON 98108

RECEIVED
ENVIRONMENTAL
SECTION
MAR 20 1978
Referred to

MAR 17 1978

Mr. Gary A. Potter, Manager
Environmental Section
Oregon State Highway Division
Salem, OR 97310

Dear Mr. Potter:

This is in response to your letter of March 13, 1978, which transmitted the draft environmental impact statement for the Klamath Falls Southside Bypass connected with U.S. Highway 97 near Klamath Falls Municipal Airport.

We recommend that specific recognition be given to Klamath Falls Municipal Airport as it relates to the proposal. It is expected that the airport will continue to be an economic base for the area, and the proposed bypass would enhance surface access to airport facilities.

We note the draft document indicates that highway-related development will occur in the area of the intersection of Altamont Drive and the bypass. In this connection, the approved Airport Layout Plan, copy enclosed, indicates that existing avigation easements prohibit structures over much of this area.

We request close coordination during the future highway design study with the City of Klamath Falls, the Oregon State Aeronautics Division, and this office. This is needed to insure that the future operation of the airport is not impaired.

Sincerely,

George L. Buley

GEORGE L. BULEY
Chief, Airports Planning Branch, ANW-610

NOTED
H.S. COULTER
3-1-78
BEN GIFFORD

Enclosure

cc: Mr. Paul Burket
Mr. Phil Rand
Mr. Glen Green, w/enc.

cc: H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
W. J. Hart
G. W. Wimer
J. L. Gunter, Dis. 11
Dale Allen, Reg. 4
Aeronautics Division
B. L. Gifford
D. E. Swan

RECEIVED
STATE HWY ENGR
MAR 21 '78
REFER TO
TAA
FOR
Info Inves R/D D/R Sign Act File

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☐ CFE ☐
MAR 20 1978
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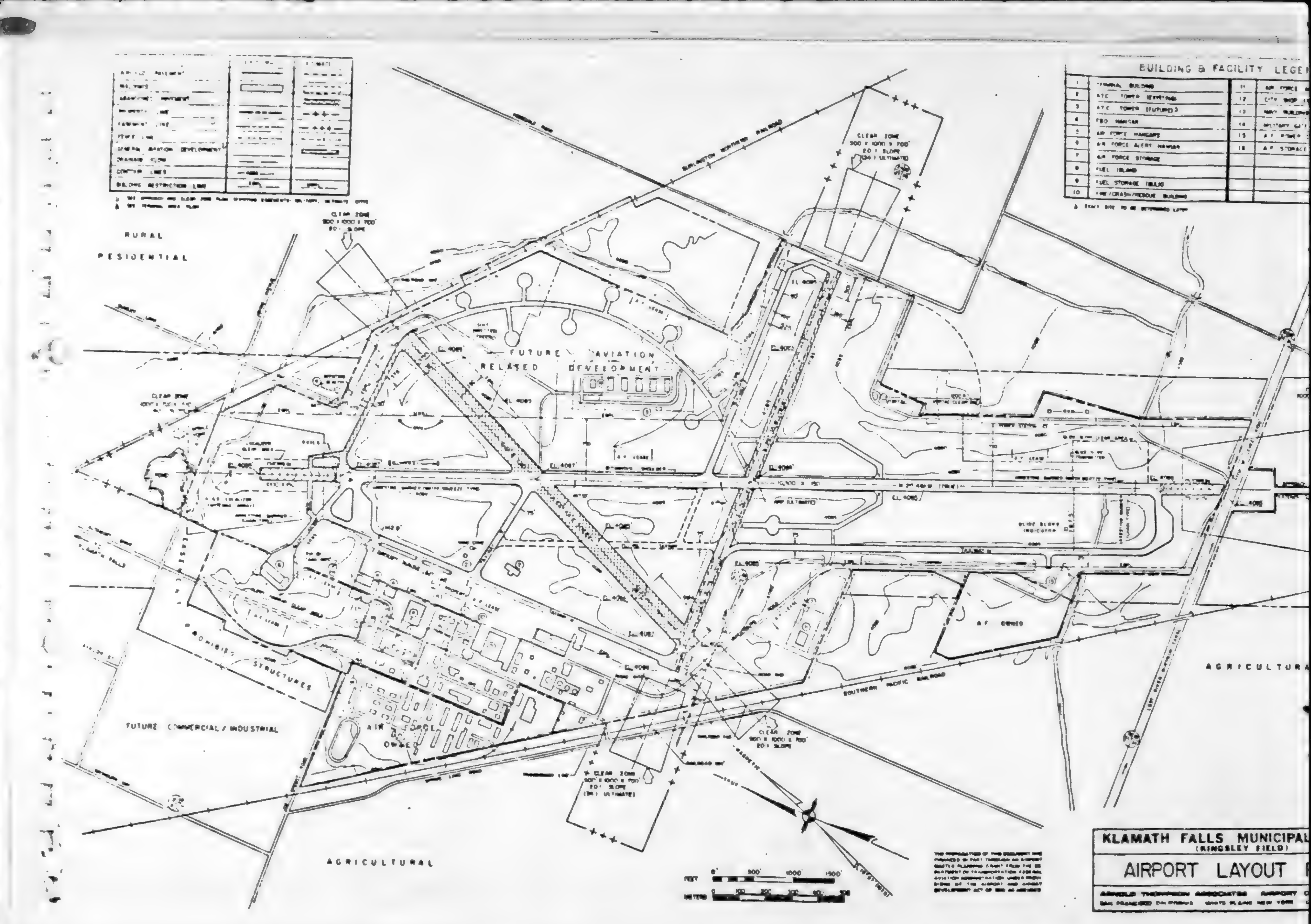
LG OP


BUILDING & FACILITY LEGE
1 TERMINAL BUILDING
2 ATC TOWER (EXISTING)
3 ATC TOWER (FUTURE)
4 FBO HANGAR
5 AIR FORCE HANGARS
6 AIR FORCE ALERT HANGAR
7 AIR FORCE STORAGE
8 FUEL ISLAND
9 FUEL STORAGE (BULK)
10 FIRE/CRASH/RESCUE BUILDING
11 AIR FORCE
12 CITY SHOP
13 NAVY BUILDING
14 MILITARY GATE
15 A F POWER
16 A F STORAGE
CONTOUR LINES
BUILDING RESTRICTION LINE
RURAL
RESIDENTIAL
CLEAR ZONE
500' x 1000' x 700'
20:1 SLOPE
(34:1 ULTIMATE)
FUTURE AVIATION
RELATED DEVELOPMENT
BURLINGTON NORTHERN RAILROAD
SOUTHERN PACIFIC RAILROAD
GLIDE SLOPE INDICATOR
A F OWNED
AIR FORCE
PROHIBITED STRUCTURES
FUTURE COMMERCIAL / INDUSTRIAL
AGRICULTURAL
AGRICULTURA
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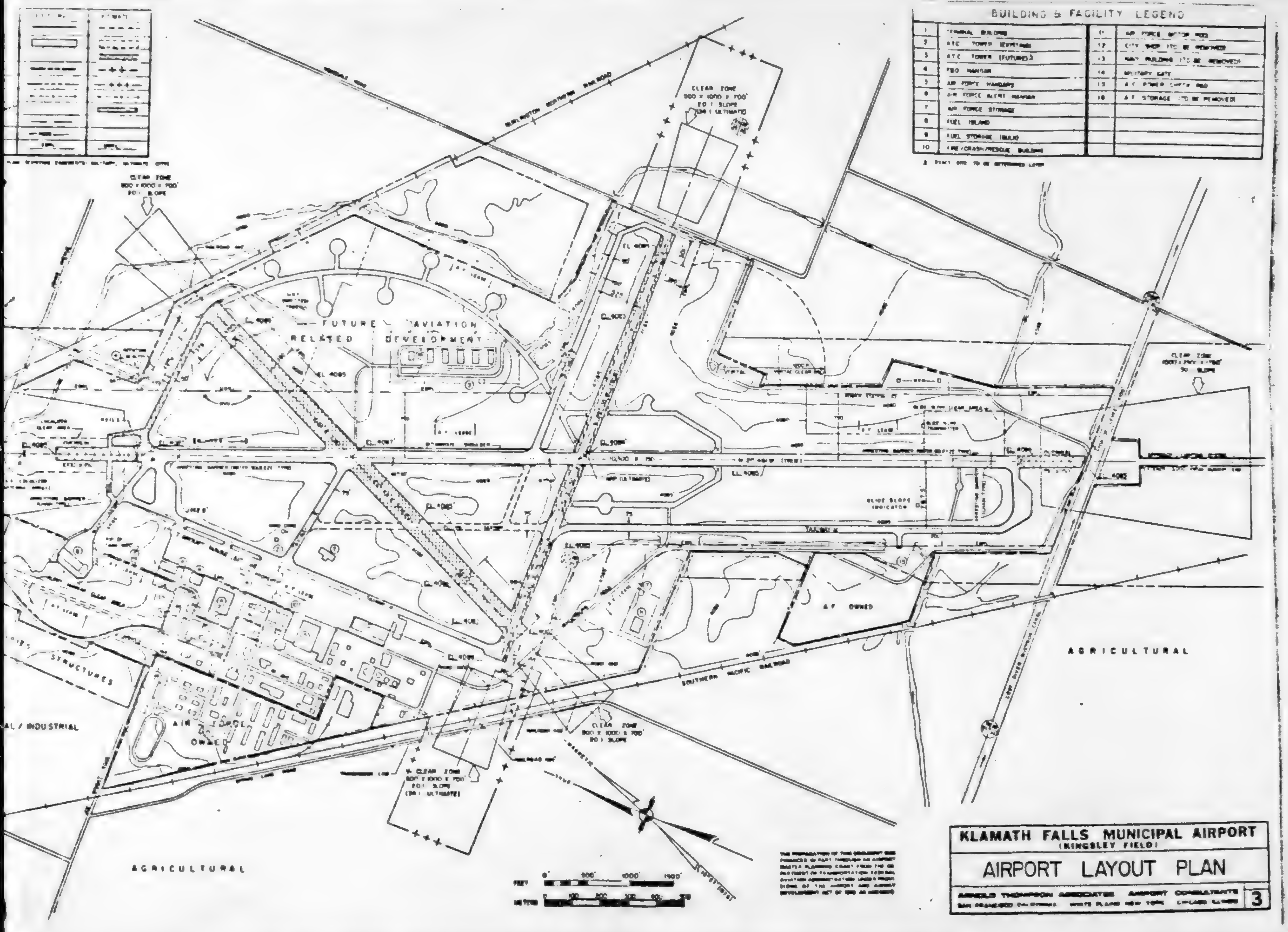
EL 4092
MAGNETIC
TRUE
FEET 0' 500' 1000' 1500'
METERS 0 100 200 300 400 500
KLAMATH FALLS MUNICIPAL
(KINGSLEY FIELD)
AIRPORT LAYOUT
ARNOLD THOMPSON ASSOCIATES AIRPORT C
SAN FRANCISCO CALIFORNIA WHITE PLAINS NEW YORK


FUTURE AVIATION RELATED DEVELOPMENT
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SOUTHERN PACIFIC RAILROAD
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EL. 4087
EL. 4092
10,300' x 150'
TAXIWAY
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A.F. OWNED
AIR FORCE OWNED
STRUCTURES
AL / INDUSTRIAL
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FEET 0' 500' 1000' 1500'
METERS 0 100 200 300 400 500

BUILDING & FACILITY LEGEND

1	TERMINAL BUILDING	11	AIR FORCE MOTOR POOL
2	ATC TOWER (EXISTING)	12	CITY SHOP (TO BE REMOVED)
3	ATC TOWER (FUTURE)Δ	13	NAVY BUILDING (TO BE REMOVED)
4	FBO HANGAR	14	MILITARY GATE
5	AIR FORCE HANGARS	15	A.F. POWER CHECK PAD
6	AIR FORCE ALERT HANGAR	16	A.F. STORAGE (TO BE REMOVED)
7	AIR FORCE STORAGE		
8	FUEL ISLAND		
9	FUEL STORAGE (BULK)		
10	FIRE/CRASH/RESCUE BUILDING		

Δ EXACT SITE TO BE DETERMINED LATER

THE PREPARATION OF THIS DOCUMENT WAS FINANCED IN PART THROUGH AN AIRPORT MASTER PLANNING GRANT FROM THE US DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION UNDER PROVISIONS OF THE AIRPORT AND AIRWAY DEVELOPMENT ACT OF 1970 AS AMENDED

KLAMATH FALLS MUNICIPAL AIRPORT
(KINGSLEY FIELD)

AIRPORT LAYOUT PLAN

ARNOLD THOMPSON ASSOCIATES AIRPORT CONSULTANTS
SAN FRANCISCO CALIFORNIA WHITE PLAINS NEW YORK CHICAGO ILLINOIS

3

ROBERT W STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

March 13, 1978

TO Executive Department
Federal Aid Coordination Unit

FROM Gary A. Potter, Manager
Environmental Section

Gary A. Potter

SUBJECT Draft Environmental Statement
District No. 11
Federal Aid No. RS-B319(1)
Klamath Falls Southside Bypass
Highway 97-Washburn Way Section
Klamath County, Oregon

NOTED
E. S. HUNTER

In accordance with the National Environmental Act of 1969 (Public Law 91-190) attached are copies of the Draft Environmental Statement for your review and comment.

Your reply upon receipt of this Environmental Impact Statement will be anticipated within the 45-day period established by the Federal Council of Environmental Quality Guidelines. If no response is received within this period, it will be assumed that you have no comments.

If you need additional information on this project, please contact the Environmental Section, Oregon Department of Transportation, Salem, Oregon 97310. Telephone 378-8486.

GAP:ss

Attachments

cc: G. L. Green, FHWA
E. S. Hunter
J. H. Versteeg
Robert Prange
D. W. Swan
B. L. Gifford
Dale Allen
J. F. Gunter

RECEIVED
TECHNICAL SERVICES
MAR 13 '78
REFER TO
FOR
Info Inv. R/D D/R Sign Act File

• DIVISION OF THE DEPARTMENT OF TRANSPORTATION

GENERAL FILES

November 2, 1977

Mr. Glenn L. Jackson, Chairman
Oregon Transportation Commission
c/o Pacific Power and Light Company
Post Office Box 1147
Medford, Oregon 97501

Dear Glenn:

Re: Southside Klamath Falls Bypass

Enclosed is a status report of the work being done on preliminary engineering for this project. There is also a map enclosed showing, in red and blue, the most logical of the various alternates being considered. You will note that the easterly end connects with the Klamath Falls-Malin Highway (Route 39) and the westerly end with The Dalles-California Highway (US97).

If the environmental and preliminary engineering work is done in time, a public hearing on a route selection will be held in December.

As far as the construction goes, the County plans to start work on the project next spring, doing the easterly one mile or about one-third of that shown on the map in blue. Financing will be with straight County funds. The remainder of the blue section could be financed with Federal Aid Urban funds or with local funds. The expensive portion of the proposed route (shown colored in red), if constructed, will become a portion of the Federal Aid Secondary System and would be elibible to be financed with FAS funds or with straight State or local funds. I don't have a good, up-to-date estimate of the cost of the red section, but I would guess that it would be somewhere in the neighborhood of $5 - $6 million.

In the 1975 Six-Year Program we had programmed for construction in 1980 a section of Highway 39, shown colored in yellow on the enclosed map, at an estimated cost of $3.9 million. It was called the Malin Junction-Henley Section. In the 1976 update of the Six-Year Program, the project was also included but the date for construction was advanced to 1982 and later (which really means that financing was not available) and the estimate inflated to $5,088,000. You will recall, at least at one hearing before the Commission, the County, City and other local officials stated that they wished to transfer the funds set up for the Malin Junction-Henley Section to the Southside Bypass. They were given no assurance by the Commission that this could or would be done, only that we would take it into consideration at the next Six-Year Program hearing held in that area. This hearing is scheduled for November 7 and will be attended by Gordon Coleman, Carl Williams and Scott Coulter.

I suggest that we take the testimony at the upcoming hearing, which I am confident will show strong support for the Southside Bypass, and evaluate that proposal along with all the other proposals we have statewide in the work sessions following the hearings, which will lead to a decision as to whether or not the Commission wants to finance this project.

Sincerely,

F. B. Klaboe
Assistant Director for Operations

FBK:srb

cc: Gordon Coleman

bc: Robert A. Burco
George Bell
E. S. Hunter
Carl Williams
Larry Rulien
H. S. Coulter
D. H. Moehring

STATE OF ORE N [illegible]

TO: F. B. Klaboe
Chief of Operations

DATE: October 28, 1977

FROM: D. N. Harwell
County-City Engineer

D N Harwell

SUBJECT: Southside Bypass
Klamath County

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Info

In discussion with you late last week, Mr. Glenn Jackson requested information of status regarding Southside Bypass in Klamath County. This, I believe, is in response to Mayor George Flitcraft's (Klamath Falls) inquiry to Mr. Jackson.

> Preliminary Engineering approved for county forces with consultant undertaking environmental work.
>
> Klamath County anticipates construction in early Spring 1978 on this initial one mile (Klamath Falls-Malin Hwy., ORE 39, westerly to Homedale Road). This would consist of grade, base, pave, and would be without state or federal funds.
>
> Klamath County anticipates consultant to be done with their preliminary engineering work in time for "public hearing" in December of 1977. After the public hearing, route adoption, right-of-way acquisition, and related activities including funding source, the balance of the project can be constructed from Homedale Road westerly to US 97. Costs on this section are quite large and will have to be made of various entity involvement (city, county, state, federal).

One question that will have to be resolved is that of State transferring funds from ORE 39 (Malin Jct.-Henley) to the Southside Bypass. The reason this project does not appear on the Preliminary Six-Year Improvement Program is the locals (Klamath Falls and Klamath County) desire fund transfer and Region Engineer Carl Williams feels it would be best left off.

The status of funds in the Klamath Falls area is:

> FAUS allocation $150,000 annually with current programming approximately $-54,000 in arrears.
>
> FASC allocation $80,000 annually with approximately $360,000 available plus a borrowing power of some approximately $465,000 (say five years) if approved by AOC-OTC.

Klamath County Public Works Director (Lyle Smith) informed me today (October 28) that Mr. Jackson, Harry Boivin and George Flitcraft met for lunch recently and that it was alluded that State would perhaps use Bond monies to supplement the project.

K. F.
[illegible] bypass eligible
for FAUS—FASC &
[illegible] state [illegible]
[illegible] the [illegible]

DNH:ljt
Att.
cc: C. M. Williams, Region 4

11-125-1387

KLAMATH FALLS SOUTHSIDE BYPASS DEIS

Progress Report for July, 1977

The completion and distribution of the Draft Project Introduction and DEIS Outline has been delayed to the first part of August so that additional data can be collected in Klamath Falls to support both reports. A preliminary description of the alternatives (routes, major crossings, overhead structures, interchanges, cross-sections, etc.) has been completed and distributed to team members to aid in initial field work and data collection. A preliminary list of Key Issues has been distributed as well to give direction to data collection. The major issues were identified as:

Traffic Movement

- Commuting, business and tourist traffic through downtown
- Truck traffic through downtown and other sensitive areas, and the effect of alternative routes on trucking operations

Land Use

- The possible inducement of development resulting from highway construction and the effect on local communities and businesses
- The effect of a new highway on city and county urbanization policies
- The effect of a new highway on agricultural lands

Economic and Social

- Public service requirements resulting from possible induced development
- Impact on existing and future housing

Biophysical

- Air quality and noise consequences of modifying the traffic network
- Water quality during construction
- Possible loss of wildlife habitat

The completion of base maps for planning and engineering studies has been delayed to the first week of August. An initial meeting between traffic and civil engineers of Wilsey and Ham and the State Highway Department was held in Salem to coordinate the design of the roadways with the design of overhead structures. Design work can begin when preliminary traffic volumes and turning movements are available.

Tony Gschwend, the transportation planner for the project, completed discussions with state and county officials on the origin/destination survey of 1970 and the supplemental survey to be conducted in August. The survey questions, form of analysis, classified and hourly traffic count locations as well as survey locations were agreed. The survey questionnaire was printed, and computer programmers briefed as to the types of analysis and print-out required when the survey is completed. Tony is to furnish the programmers detailed instructions for output and input format, analysis to be performed, and a test data case. Discussions were also held with Lee Riley, noise and air quality subconsultant, to coordinate, the traffic volume count program with noise measurements.

John Spencer completed a site visit to Klamath Falls to coordinate the location and operation of the origin/destination survey stations with county, state and city officials. He also met with OTI and Klamath County Economic Development Association representatives collecting background data, particularly relating to the origin/destination survey. This information was forwarded to Tony Gschwend for review.

Work Program For August, 1977

The design of alternative profiles and alignments will continue with the coordination of Wilsey and Ham highway engineers and ODOT structural engineers. The origin/destination survey is to be completed along with a week-long data collection effort by project team members for physical and human factors, and air quality and noise considerations. Returned survey questionnaires will be coded and incorporated in a computer program for anaylsis of traffic data.

John Spencer
Project Manager

BRIAN · KANGAS · FOULK & ASSOCIATES
CONSULTING ENGINEERS · PLANNERS · SURVEYORS
595 Price Avenue · Redwood City, CA 94063 · Tel. (415) 365-0412

August 11, 1977

Job No. 77106

Mr. Tom Arnold
Oregon Department of Transportation
Environmental Section
State Highway Building
Salem, Oregon 97310

Dear Tom:

Re: Klamath Falls Southside By-Pass DEIS

In a telephone conversation with John Spencer of Wilsey & Ham on August 10, 1977 I was requested to prepare a preliminary estimate of traffic volumes and turning movements for the alternatives associated with the above referenced project so that the Oregon Department of Transportation can begin preliminary designs of interchanges and necessary roadway structures. The attached drawings depict Preliminary Volume Projections for the alternatives. I do not believe the additional analyses will result in volumes which will require more travel lanes than those indicated to accommodate the volumes transmitted in this submittal.

I will keep you advised as additional study results become available. Please advise me of any questions you may have regarding this submittal.

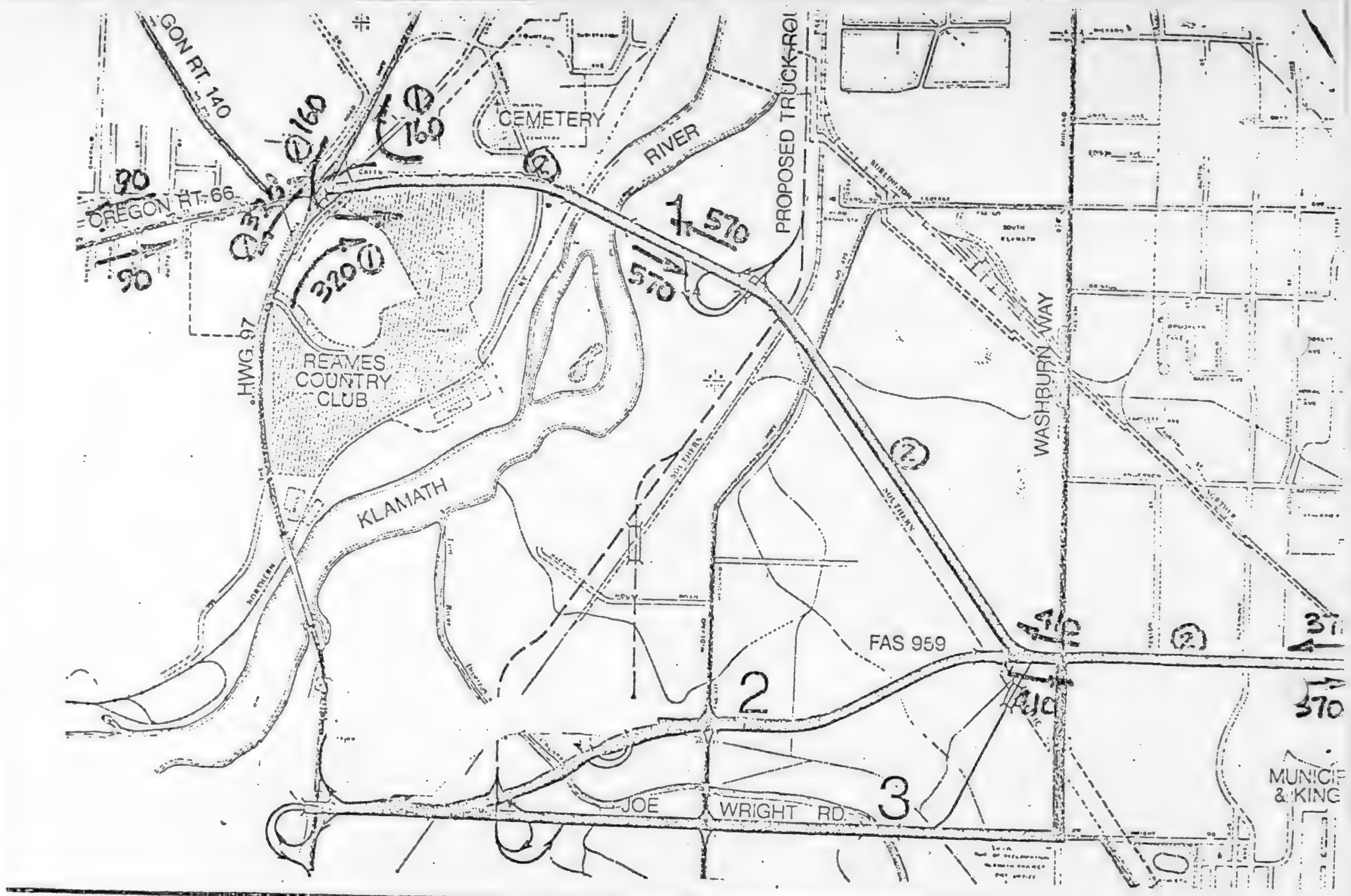
Very truly yours,

Anthony John Gschwend

Anthony John Gschwend, P.E.
Director of Transportation

AJG:em

cc: John Spencer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MUNICI & KING

Klamath Falls, Oregon

Preliminary Volume Projections (ADT)

Southside By-Pass (Alternate #1)

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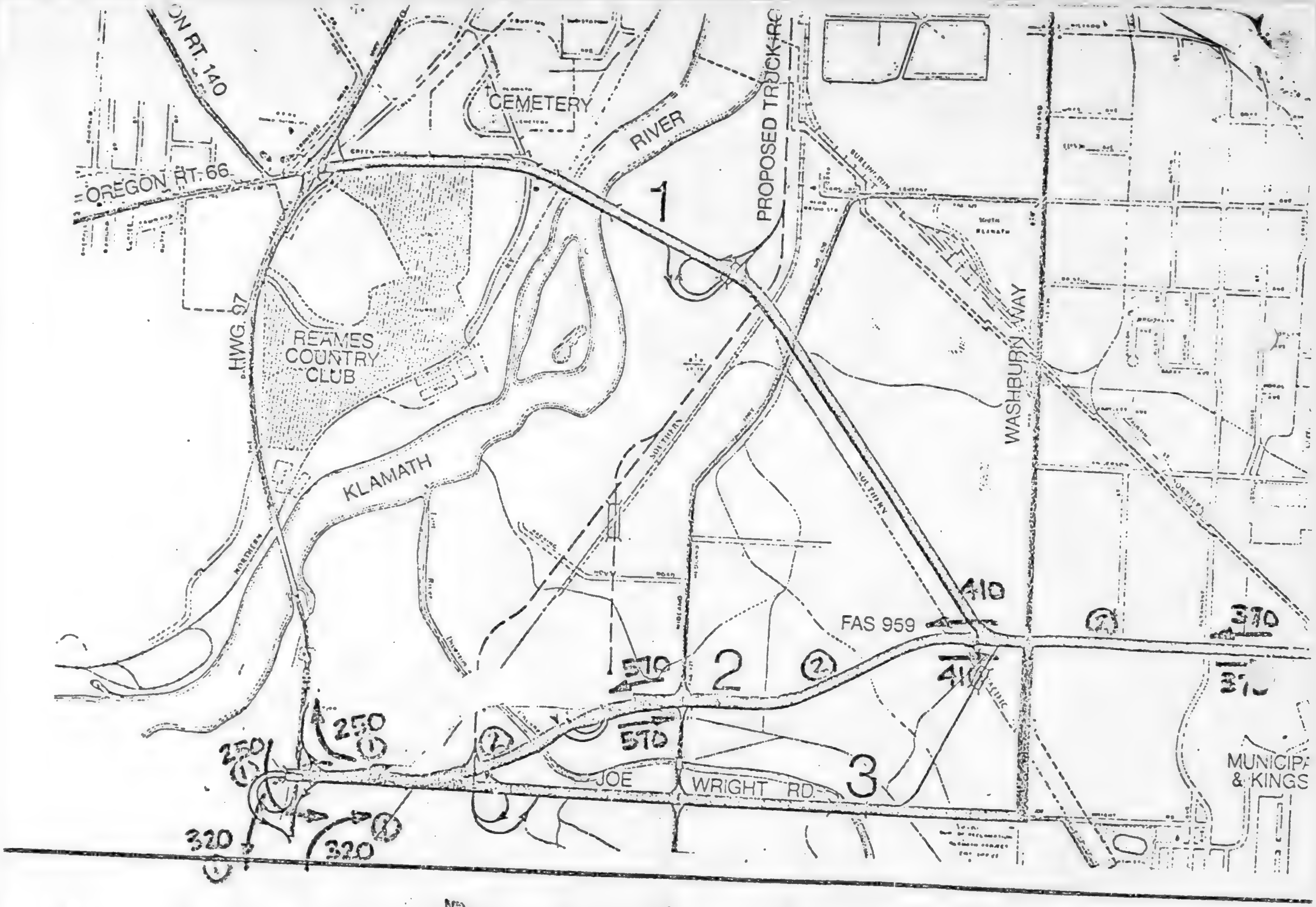
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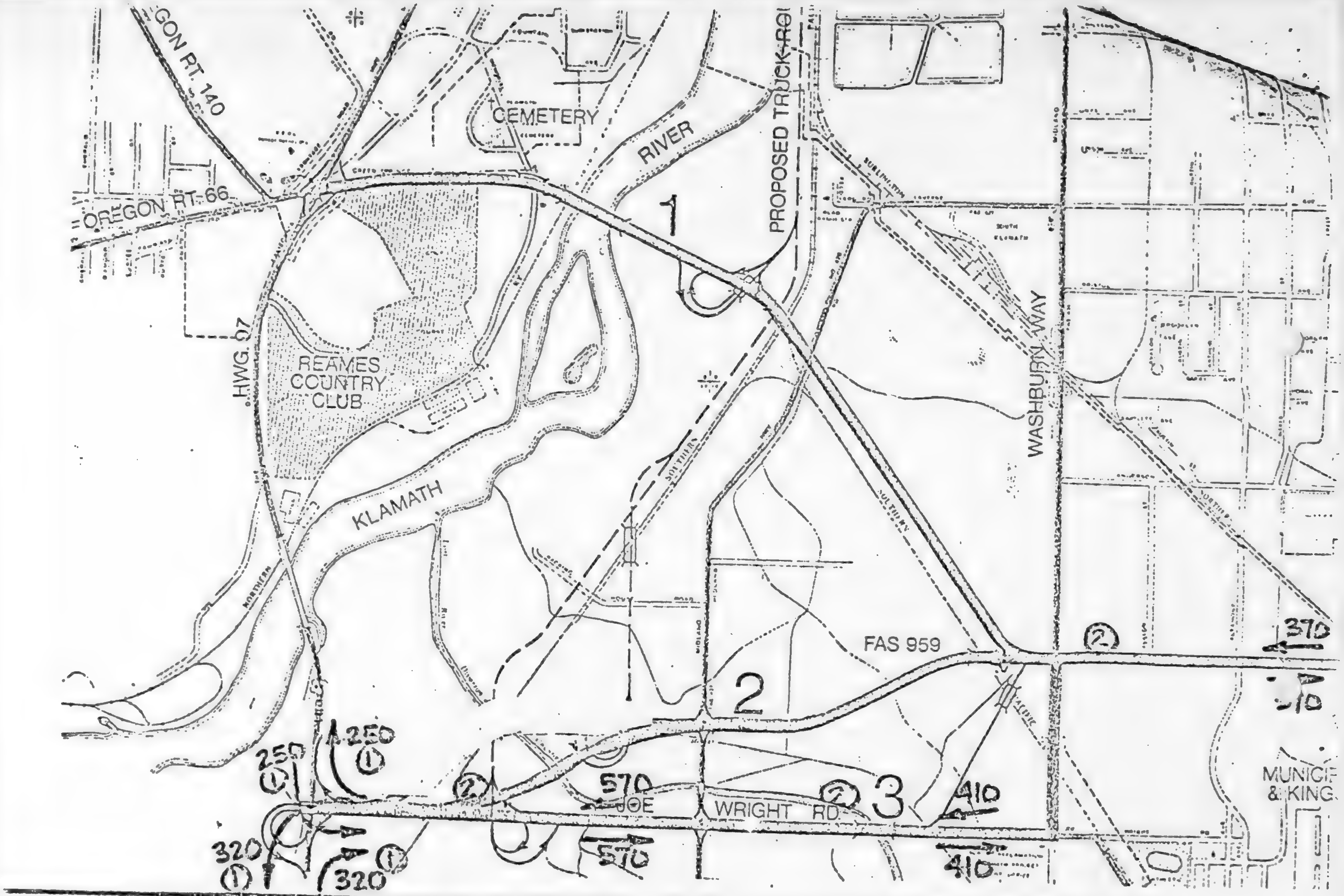
Klamath Falls,
Oregon

Preliminary Volume Projections (ADT)
Southside By-Pass (Alternate #2)
① = No. Travel Lanes Required

Sou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Klamath Falls,

Preliminary Volume Projections (ADT)
Southside By-Pass (Alternate #3)

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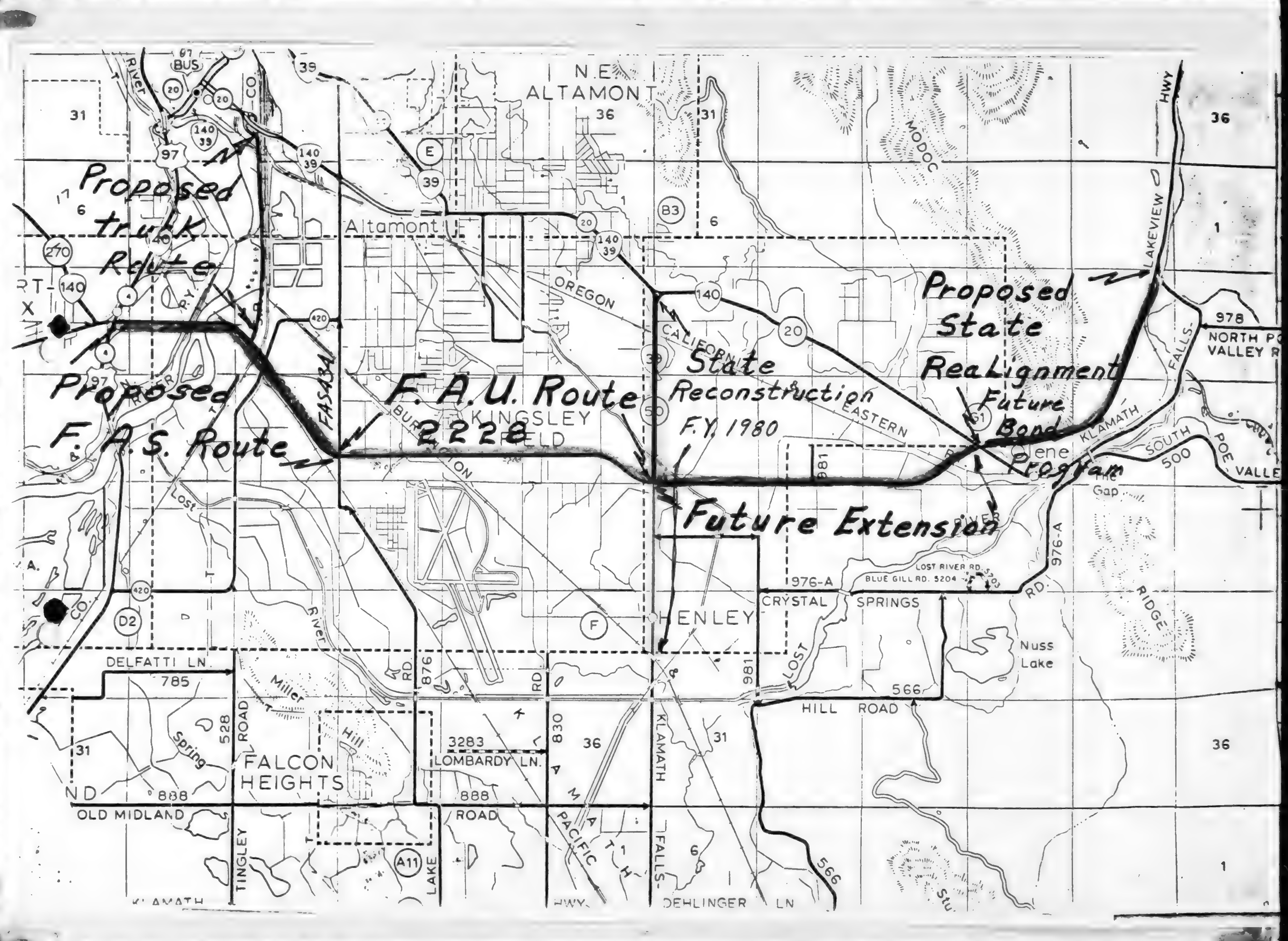
Proposed truck Route
Proposed F. A. S. Route
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F. A. U. Route 2228
State Reconstruction F.Y. 1980
Future Extension
Proposed State ReaLignment
Future Bond Program
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SOUTH POE VALLEY
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BLUE GILL RD. 5204
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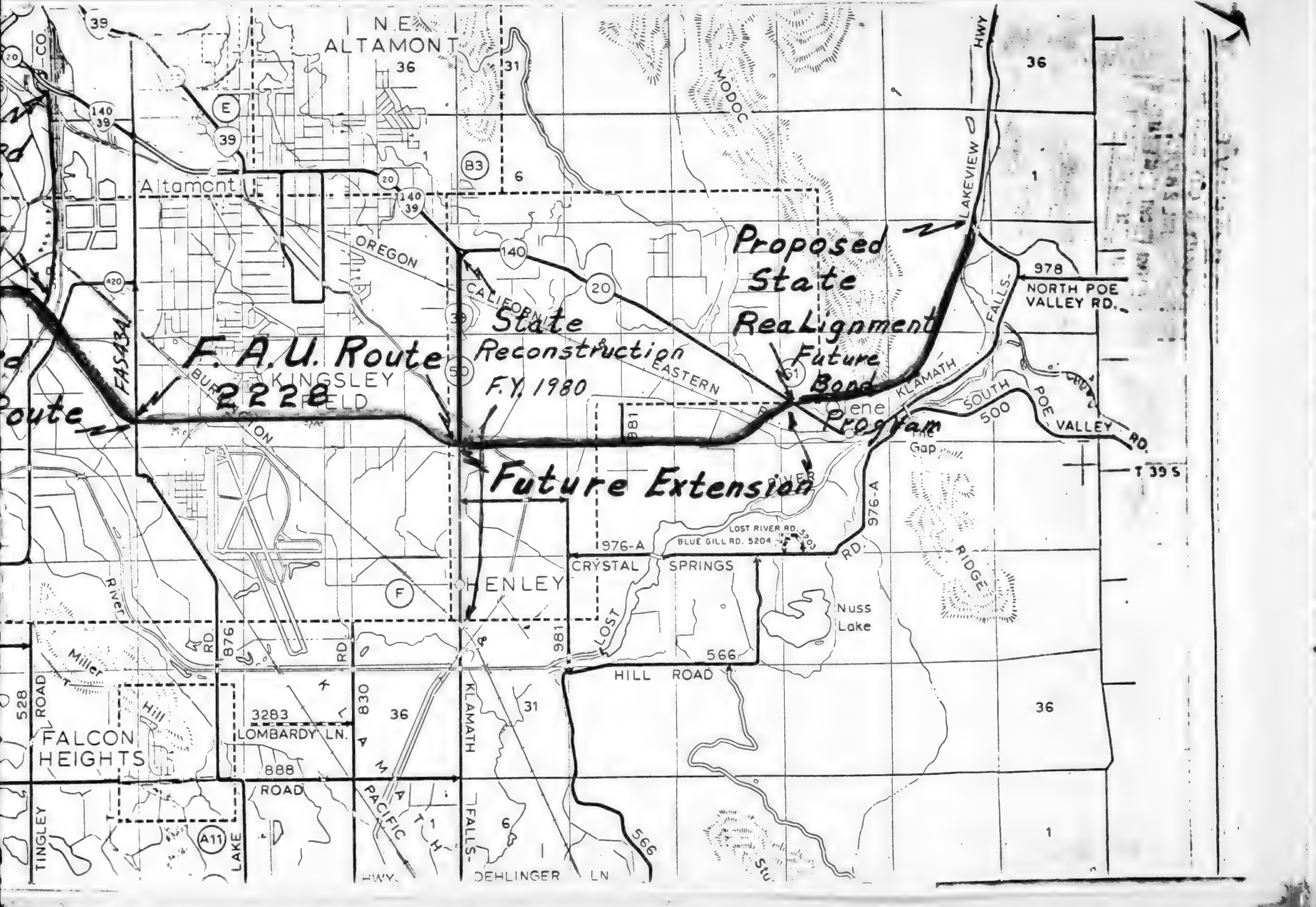
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10-20-77 Request of Klaboe for status report re S.S. ByPs (K.Falls) from Mayor Whitcroft to G. Jackson

Klamath County

South Side By Pass

PE - approved for County Forces

PE - (Environmental) by Consultant estimated to be completed & ready for a public hearing in December 1977.

Klamath County anticipates construction in spring of 1978 for, One (1) mile of grade-base-pave on easterly end (K.Falls-Malin Hwy, Ore 39) to Homedale Road.

This portion (1 mile) will be constructed with 100% county money.

Balance of project will be undertaken by contract after public hearings, route adoptions, rt-of-way acquisitions, etc.

Cost to be shared by Klamath County and State based on available funds from FAS program & State match monies

NOTED
F. D. KLABOE

10-20-77
Above data requested by Klaboe re: call from Glen Jackson & inquiry from K. Falls Mayor George Flitcroft.

Don Haw

KLAMATH FALLS SOUTHSIDE BYPASS DEIS

Progress Report for July, 1977

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Work Program For August, 1977

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John Spencer
Project Manager

BRIAN · KANGAS · FOULK & ASSOCIATES
CONSULTING ENGINEERS · PLANNERS · SURVEYORS
595 Price Avenue · Redwood City, CA 94063 · Tel.(415) 365-0412

August 11, 1977

Job No. 77106

Mr. Tom Arnold
Oregon Department of Transportation
Environmental Section
State Highway Building
Salem, Oregon 97310

Dear Tom:

Re: Klamath Falls Southside By-Pass DEIS

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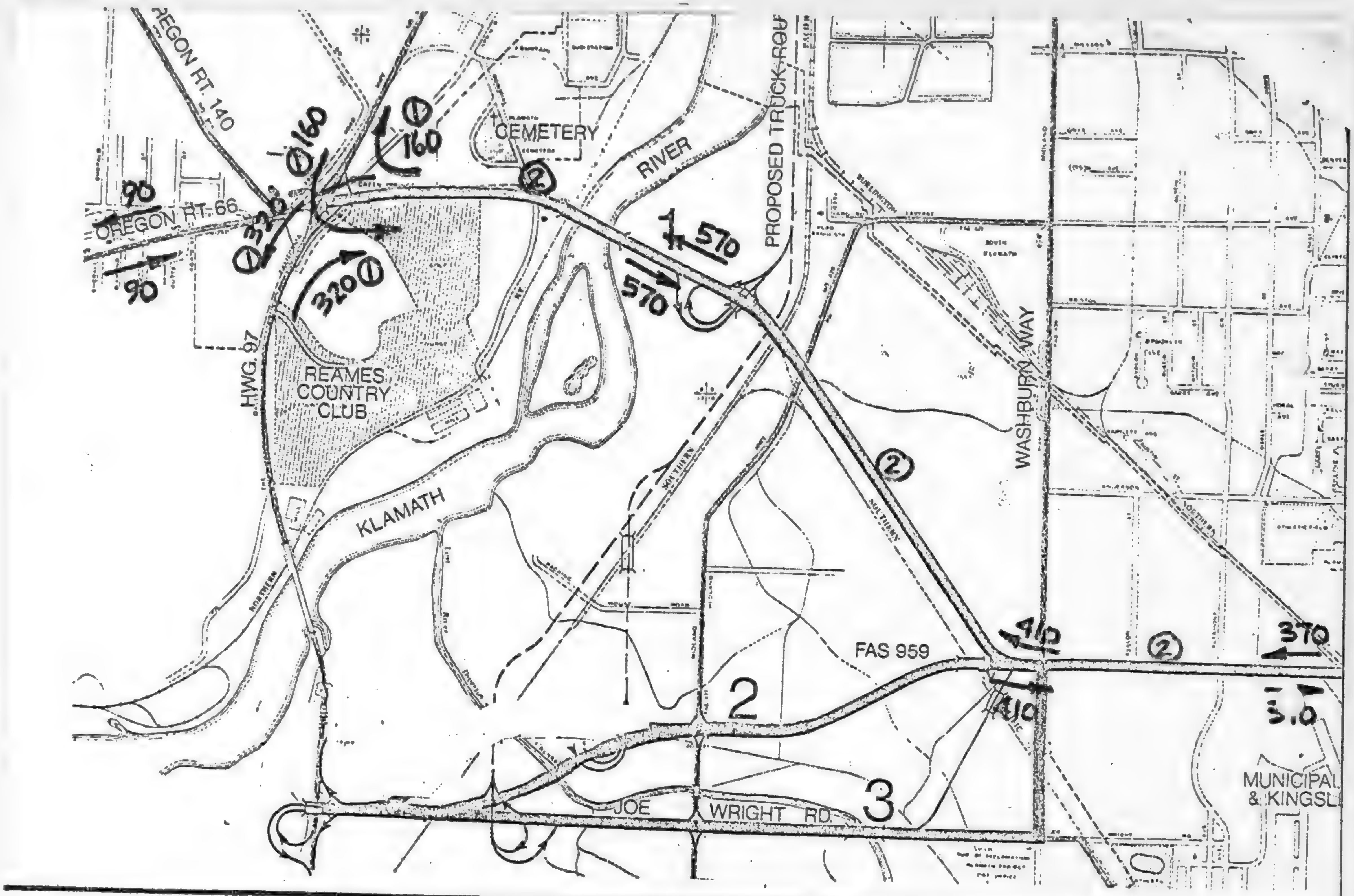
Very truly yours,

Anthony John Gschwend

Anthony John Gschwend, P.E.
Director of Transportation

AJG:em

cc: John Spencer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JOE WRIGHT RD.
MUNICIPAL & KINGSL

Klamath Falls,
Oregon

Preliminary Volume Projections (ADT)
Southside By-Pass (Alternate #1)
① = No. Travel Lanes Required

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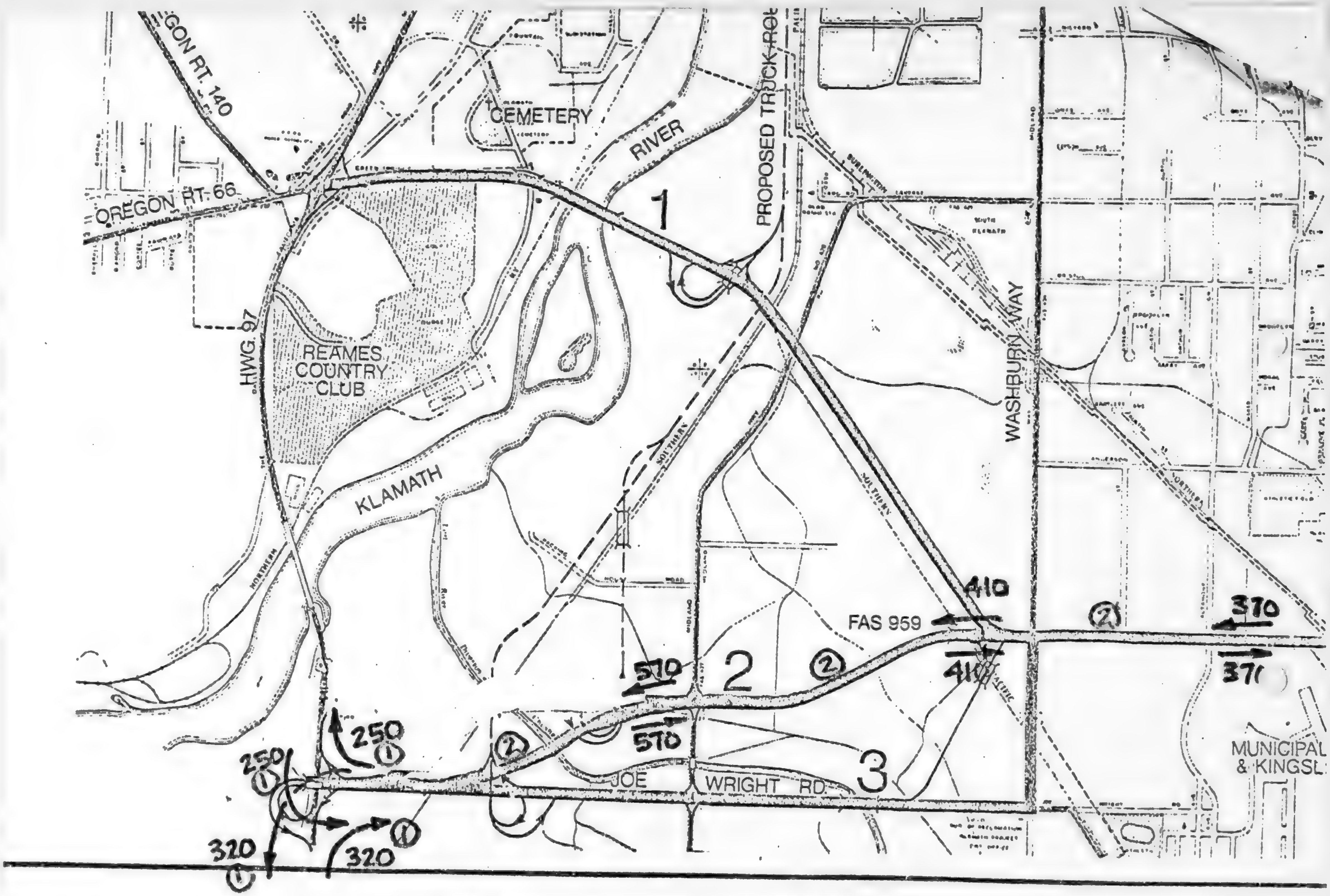
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JOE WRIGHT RD.
MUNICIPAL & KINGSL
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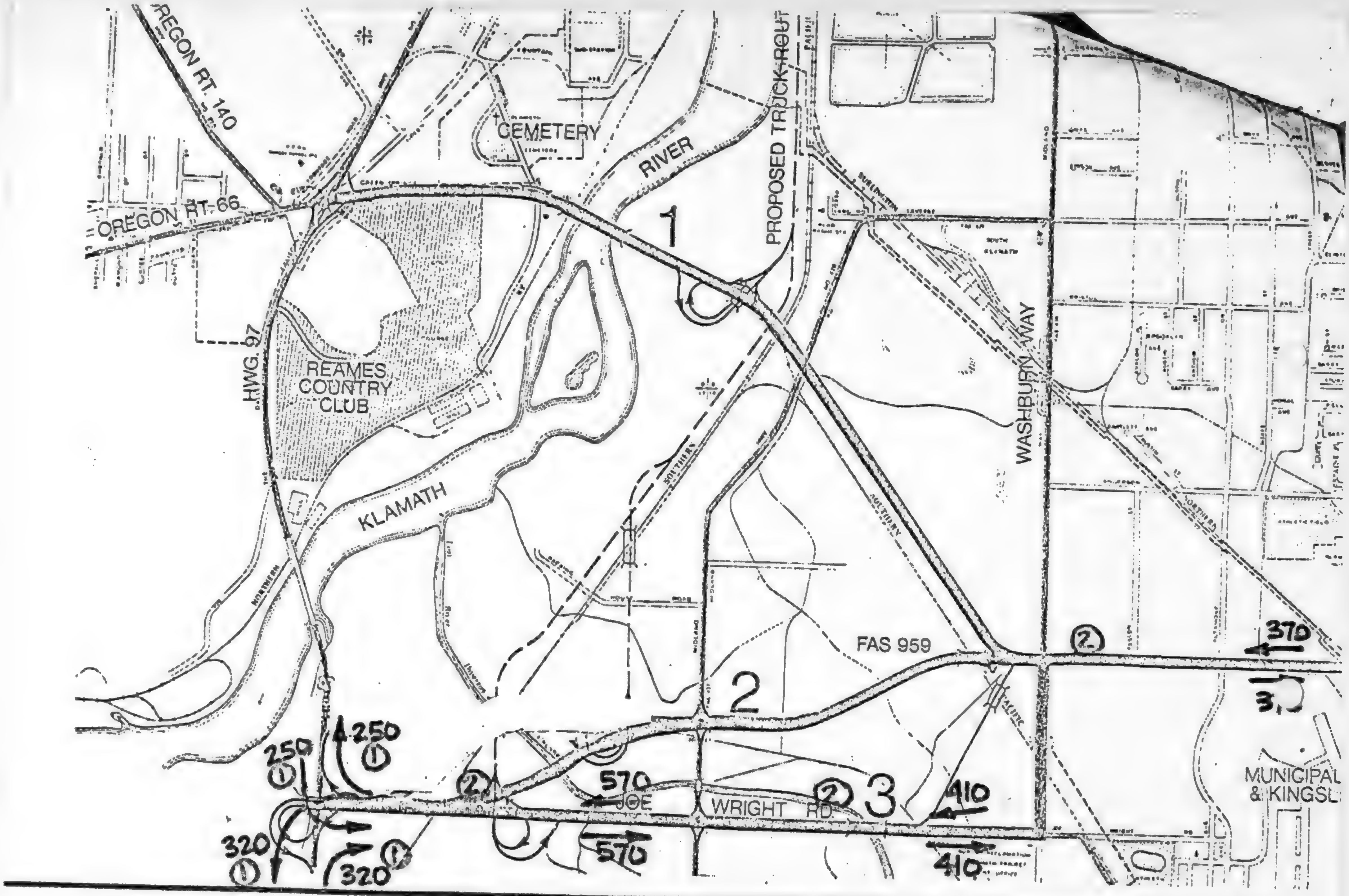
Klamath Falls,
Oregon

Preliminary Volume Projections (ADT)
Southside By-Pass (Alternate #2)
① = No. Travel Lanes Required

8-11-77

Sout
Alterna


OREGON RT. 140
OREGON RT. 66
CEMETERY
RIVER
KLAMATH
REAMES COUNTRY CLUB
HWG. 97
PROPOSED TRUCK ROUT
WASHBURN WAY
FAS 959
JOE WRIGHT RD
MUNICIPAL & KINGSL
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Klamath Falls,
Oregon

PRELIMINARY VOLUME PROJECTIONS (ADT)
SOUTHSIDE BY-PASS (ALTERNATE #3)
① = NO. TRAVEL LANES REQUIRED

8-11-77

Sout
Altern

- 10,171

WILSEY & HAM

222 SOUTHWEST HARRISON, SUITE 4 • PORTLAND, OREGON [illegible] • Telephone [illegible] 0455 • Cable WHINT

TO Klamath County
Veterans Memorial Hospital
Klamath Falls, OR. 97601

INVOICE NO. 7230

JOB NO. 4-2582

DATE Oct. 5, 1977

ATTN: Lyle Smith, Director of Public Works

Professional services rendered regarding the preparation of the Southside By-Pass DEIS.

In accordance with our contract.

Progress billing for September, 1977.

1.	Direct Salary Cost - 347.5 Hrs	= $2647.91	= 17.9%
2.	Overhead @ 151%	= 3998.35	
	Sub-Total		$6,646.26
3.	Direct Non-Salary Costs		
	o Travel, Reporduction, etc.	= 150.13	
	o Subconsultants	= 1609.23	
	Sub-Total		$1,759.36
4.	Fee @ 17.0% of $4,453.00	=	797.09
	TOTAL AMOUNT DUE THIS INVOICE:		$9,202.71

Previous Billings:	$16,410.29
This Invoice:	9,202.71
TOTAL BILLED TO DATE:	$25,613.00

Approved 10-21-77
[illegible]
Reg Fed Aid Engr
[illegible]

Approved for Payment
this 25th day of
October, 1977.
Klamath County.

GED/GED

STATUS F FUNDS

The status of FAS funds as of the date below is showin in the following tabulation. Federal funds are the governing factor in this status, and the actual apportionment of federal funds to each county is offset by actual federal funds collected for individual projects when available and by estimated federal funds when not available.

For estimating and programming purposes, federal funds are assumed to represent approximately 86% of total costs; and total FAS funds (include federal funds 86%, state funds 7%, and county funds 7%)* are arrived at by dividing the available federal funds by 86% and rounding to even thousands.

10,171

9-26-77

Federal Allocations

Balance Forward	$ 1,007,343
Fiscal Year	
1970	91,790
1971	91,596
1972	89,864
1972**	849
1973	90,136
1974	91,138
1975	80,619
1976	78,851
1976[a]	9,857
1976[b]	22,177
1977	78,928
1978	78,854
1979	
1980	
TOTAL	$ 1,812,002

Federal Funds Committed for Projects Programmed to Date

FAS Rte. No.	Section	Federal Funds Final	Federal Funds Estimated
	Balance Forwarded	$ 730,338	$
415	Washburn Way-Shasta Way; paving	155,320	
415	(E. Side Bypass) Main Street; structure	81,607	
415	Esplanade St.-Fort Klamath Rd.; grading	264,250	
	Subtotal		1,231,515
~~959~~	Hwy. 97-Washburn Way Section (P.E. only)		273,600
			$1,505,115

FEDERAL FUNDS

ALLOCATED		COMMITTED		UNCOMMITTED BALANCE
$ 1,812,002	-$	1,505,115	=	$ 306,887

TOTAL FUNDS

				UNCOMMITTED BALANCE
$ 306,887	÷	0.86	=	$ 357,000

273

*Program changed from 78% federal to 86% federal in July, 1976.
**Additional FAS-C allocation based on new census.
[a] Federal Aid Highway Amendments Act 1974.
[b] Transition Quarter FY from July 1 to October 1, 1976.

Klamath County, No. 18
Date September 26, 1977

FAS-C Fund Status
FY 1964 - FY 1977

November, 1976

County	Total Allotment	Committed	Balance	116% Total Funds	Yearly Allot.	Years	Priority	Priority	County
Baker	$ 979,113	$ 818,534	$ 160,579	$187,000	$ 51,000	3.15	7	1	Multnomah
Benton	1,241,935	1,362,088	-120,153	-140,000	74,000	-1.62	30	2	Crook
Clackamas	3,952,497	4,615,851	-663,354	-771,000	198,000	-3.35	34	3	Grant
Clatsop	1,165,280	1,015,691	149,589	174,000	69,000	2.17	9	4	Lake
Columbia	1,380,296	1,285,168	95,128	111,000	84,000	1.13	14	5	Jefferson
Coos	1,975,464	2,166,164	-190,700	-222,000	114,000	-1.67	31	6	Wallowa
Crook	977,481	606,108	371,373	432,000	56,000	6.63	2	7	Baker
Curry	920,391	893,764	26,627	31,000	56,000	0.48	18	8	Klamath
Deschutes	1,220,273	1,197,531	22,742	26,000	77,000	0.30	20	9	Clatsop
Douglas	2,809,983	2,735,169	74,814	87,000	177,000	0.42	19	10	Hood River
Gilliam	695,531	871,456	-175,925	-203,000	35,000	-5.02	36	11	Wheeler
Grant	872,021	619,473	252,548	294,000	47,000	5.37	3	12	Wasco
Harney	1,002,509	1,005,983	- 3,474	- 4,000	55,000	-0.06	23	13	Malheur
Hood River	935,523	874,634	120,889	141,000	57,000	2.12	10	14	Columbia
Jackson	2,371,808	2,914,333	-542,525	-631,000	166,000	-3.27	33	15	Washington
Jefferson	901,258	723,308	177,950	207,000	53,000	3.36	5	16	Linn
Josephine	1,350,094	1,546,547	-196,453	-228,400	85,000	-2.31	32	17	Yamhill
Klamath	1,733,148	1,505,115	228,033	265,000	78,000	2.92	8	18	Curry
Lake	998,186	793,394	204,792	238,000	47,000	4.36	4	19	Douglas
Lane	4,082,235	4,235,379	-153,144	-178,000	205,000	-0.75	26	20	Deschutes
Lincoln	1,322,496	1,404,698	- 82,202	- 96,000	77,000	-1.07	28	21	Polk
Linn	2,395,146	2,288,123	107,023	124,000	153,000	0.70	16	22	Umatilla
Malheur	1,895,240	1,760,146	135,094	157,000	108,000	1.25	13	23	Harney
Marion	3,369,077	3,541,542	-172,465	-201,000	176,000	-0.98	27	24	Union
Morrow	942,353	972,966	- 30,613	- 36,000	50,000	-0.61	25	25	Morrow
Multnomah	4,813,172	4,408,966	404,206	470,000	60,000	6.73	1	26	Lane
Polk	1,382,587	1,379,009	3,578	4,000	71,000	0.05	21	27	Marion
Sherman	649,638	696,708	- 47,070	- 55,000	35,000	-1.34	29	28	Lincoln
Tillamook	1,235,311	1,556,530	-321,219	-378,000	70,000	-4.58	35	29	Sherman
Umatilla	2,188,585	2,184,587	3,998	5,000	129,000	0.03	22	30	Benton
Union	972,592	993,948	- 21,356	- 25,000	56,000	-0.33	24	31	Coos
Wallowa	896,073	739,280	156,793	182,000	48,000	3.20	6	32	Josephine
Wasco	1,003,938	908,098	95,840	111,000	57,000	1.68	12	33	Jackson
Washington	3,354,831	3,216,261	138,570	161,000	130,000	1.07	15	34	Clackamas
Wheeler	614,941	561,863	53,078	62,000	30,000	1.77	11	35	Tillamook
Yamhill	1,612,081	1,559,418	52,663	61,000	89,000	0.59	17	36	Gilliam
	$60,273,087	$59,957,833	$315,254	$366,000					

Note: Priority rating for distribution of FY '78 FAS-C funds

Klamath County - South Side-By Pass Section FAS-B319
GREEN Springs Jct.-Washburn Way Section

All in Federal funds only

1977 (balance)	$200,000	
(1978 thru 1981)	312,000	(4 x 78,000)
	512,000	
(1981 thru 1986)	390,000	(5 x 78,000)
	902,000	

PE was approved for $273,600 on Feb 24, 1976.

PROPOSED COUNTY CONSTRUCTION PROGRAM

FISCAL YEAR JULY 1, 1976 TO JUNE 30, 1977

RIGHT-OF-WAY ACQUISITION..$100,000.00

Southside Bypass

BRIDGE CONSTRUCTION...$ 90,000.00

OFF SYSTEM MATCHING FUNDS

Squaw Flat Road...$ 66,000.00

Grade & Base 4 miles

F.A.U. MATCHING FUNDS

Shasta Way..$ 33,550.00

F.A.S. FUNDS

PE Project App'd by Comm 2/24/76

Available Funds.....Approx. Balance on Hand.....................$200,000.00

F.A.U. FUNDS

Available Funds...($-27,000.00)

January, 1977

FISCAL YEAR JULY 1, 1980 TO JUNE 30, 1981

SOUTHSIDE BYPASS	$530,000.00
Grade, Base & Pave 1 mile	
BRIDGE CONSTRUCTION	$100,000.00
OFF-SYSTEM MATCHING FUNDS	$ 25,000.00
(Bridges)	

F.A.S. MATCHING FUNDS

Southside Bypass (7%)	$ 98,000.00
Less P.E. & E.I.S. (1976)	$ 24,000.00
Total	$ 74,000.00

F.A.S. FUNDS

Available Funds	477, $512,000.00	
With five-year borrow	$902,000.00	available
1976, P.E. Commitment	$301,000.00	
Total Available	$1,203,000.00	

78% of 350,000 - $273,600
86% of 350,000 - 301,000
See Status sheet for additional funds

F.A.U. FUNDS

Available Funds	$ 11,000.00

$\frac{902,000}{0.86}$ - 1,049,000

500,000
400,000
530,000
Est. Cost — 1430,000
For Const. 1049
381,000

with this estimate the county is responsible for approx. $381,000± in addition to their
902 x 0.07 - 63,000±
$444,000 - est. County Share

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division
HIGHWAY BUILDING, SALEM, OREGON 97310

September 14, 1977

John C. Spencer
City and Regional Planner
222 S.W. Harrison, Suite 4
Portland, Oregon 97201

Dear John:

Enclosed is the connection for alternative 1 proposed by the Preliminary Design Section. They indicated that this connection would be adequate for traffic volumes 4 or 5 times as large as the 1970 volumes. The existing connections for alternative 2 and 3 are similarly adequate.

For the air quality and noise analysis of the DEIS, traffic projections should reflect existing volumes, projected year of completion volumes, and projected 20th year after completion volumes. If any of these volumes are 4 or 5 times as large as the 1970 volumes, please contact me so that any necessary changes can be made to the connections.

If you have any questions please call.

Sincerely,

Tom Arnold
Thomas H. Arnold
Project Manager
Environmental Section

THA:ss

Enclosure

cc: Don Stoudenmeyer ✓

1 ✓
2

RECEIVED
SEP 14 1977
ENGINEERING SECTION

Trout
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Return To
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Action

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

9-8-77

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

August 17, 1977
Salem, OR 97310

FILE: [illegible]

FROM: Tom Arnold, Project Manager
Environmental Section
Tom Arnold

SUBJECT: Washburn Way-Green Springs Junction
Southside Bypass
Klamath Falls

TO: Don Stoudenmeyer
Preliminary Design Supervisor

Attached are average daily traffic figures developed for Wilsey & Ham Consultants for the Southside Bypass in Klamath Falls for your use in developing preliminary engineering for the interchanges.

Representatives of Wilsey & Ham will be getting in touch with you soon on the subject.

TA:ss

Attachment

cc: George Ramjoue'

9-9-77
Connection at Greensprings given to Arnold 9/9/77 - will be all connections at grade and there is an existing left-turn refuge on Hwy 97 at Joe Wright Rd.
Dof.

1 Versteeg ✓
2 Olson Cliff
Christensen
Scott
Swenson

RECEIVED
AUG 17 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up / /
Other

BRIAN · KANGAS · FOULK & ASSOCIATES
CONSULTING ENGINEERS · PLANNERS · SURVEYORS
595 Price Avenue · Redwood City, CA 94063 · Tel.(415) 365-0412

August 11, 1977

Job No. 77106

Mr. Tom Arnold
Oregon Department of Transportation
Environmental Section
State Highway Building
Salem, Oregon 97310

Dear Tom:

Re: Klamath Falls Southside By-Pass DEIS

In a telephone conversation with John Spencer of Wilsey & Ham on August 10, 1977 I was requested to prepare a preliminary estimate of traffic volumes and turning movements for the alternatives associated with the above referenced project so that the Oregon Department of Transportation can begin preliminary designs of interchanges and necessary roadway structures. The attached drawings depict Preliminary Volume Projections for the alternatives. I do not believe the additional analyses will result in volumes which will require more travel lanes than those indicated to accommodate the volumes transmitted in this submittal.

I will keep you advised as additional study results become available. Please advise me of any questions you may have regarding this submittal.

Very truly yours,

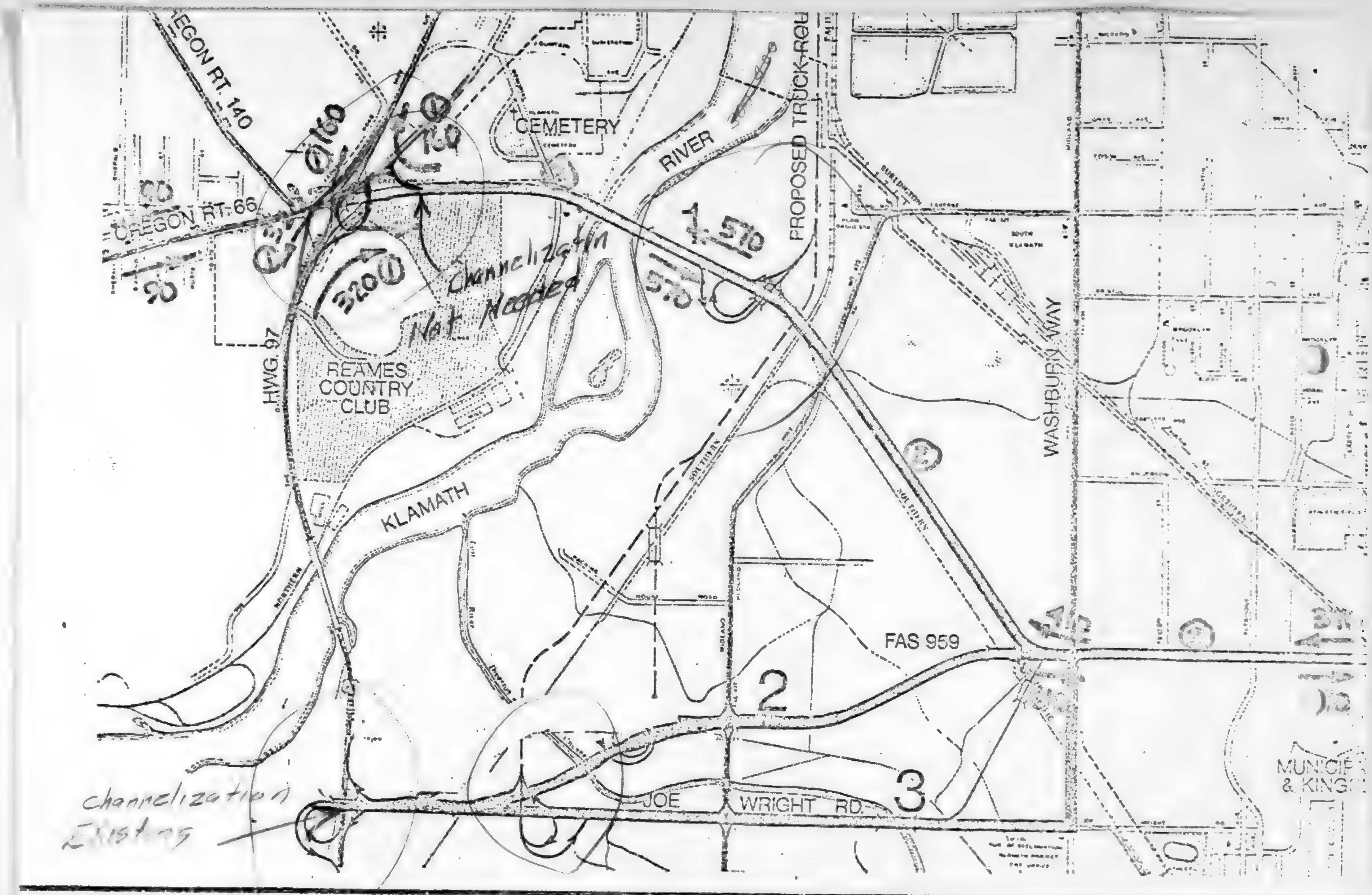
Anthony John Gschwend

Anthony John Gschwend, P.E.
Director of Transportation

AJG:em

cc: John Spencer

415-365-0412


OREGON RT. 140
OREGON RT. 66
HWG. 97
CEMETERY
RIVER
KLAMATH
REAMES COUNTRY CLUB
PROPOSED TRUCK ROU
WASHBURN WAY
FAS 959
JOE WRIGHT RD.
MUNICIP & KINGS
1
2
3
160
130
320
90
570
Channelization Not Needed
channelization Existing

Klamath Falls,
Oregon

Preliminary Volume Projections (ADT) 1970
Southside By-Pass (Alternate #1)
①= No. Travel Lanes Required

Sou
Altern

OREGON DEPARTMENT OF TRANSPORTATION
Project Management and Operations Planning
Urban Studies Unit

Klamath Falls: Washburn Way - Green Springs Junction Southside Bypass

Background

A request was received from the Preliminary Design Section, Oregon State Highway Division (OSHD) to analyze for reasonability, the turning moves and other traffic forecasts produced by consultant Wilsey and Hamm for Klamath Falls. The Urban Studies was also asked to forecast traffic on ORE 97 for each alternative and determine if left turn refuges or other improvements would be needed for ORE 97.

This report is the result of the above request. Attached are copies of correspondence and maps of three alternatives showing consultant forecasted traffic, as furnished by the Design Section as basis' for analysis.

Analysis and Conclusions

The 1970 preliminary volume projections and turning moves assigned to each bypass alternate were developed by Wilsey and Hamm using data from the March 1977 Oregon Department of Transportation (ODOT) report, A Limited Origin-Destination Study Conducted in the City of Klamath Falls.

The consultants map of Alternate 1 shows 1970 traffic volumes and turning moves. Shown are connections to Washburn Way and Midland Highway. However, no provision is made for access to Memorial Drive. It is probably correct to assume that none of the bypass traffic shown by the consultants Alternate 1 was diverted from Green Springs Drive.

The consultants maps' also show bypass Alternate 2 and Alternate 3. Traffic volumes, turning moves and their connection with Highway 97 at Joe Wright Road are the same for both alternates. The only significant difference between the two alternates is alignment. Alternate 2 shows a new facility and Alternate 3 uses Washburn Way and Joe Wright Road, which are existing streets.

Map 1 shows the Urban Studies Units' forecasts for 1970 traffic volumes for Alternate 1 for ORE 97, both with and without a bypass connection at the Green Springs interchange.

Map 2 shows the Urban Studies Units' 1970 traffic forecasts for ORE 97, both with and without a bypass connection at Joe Wright Road.

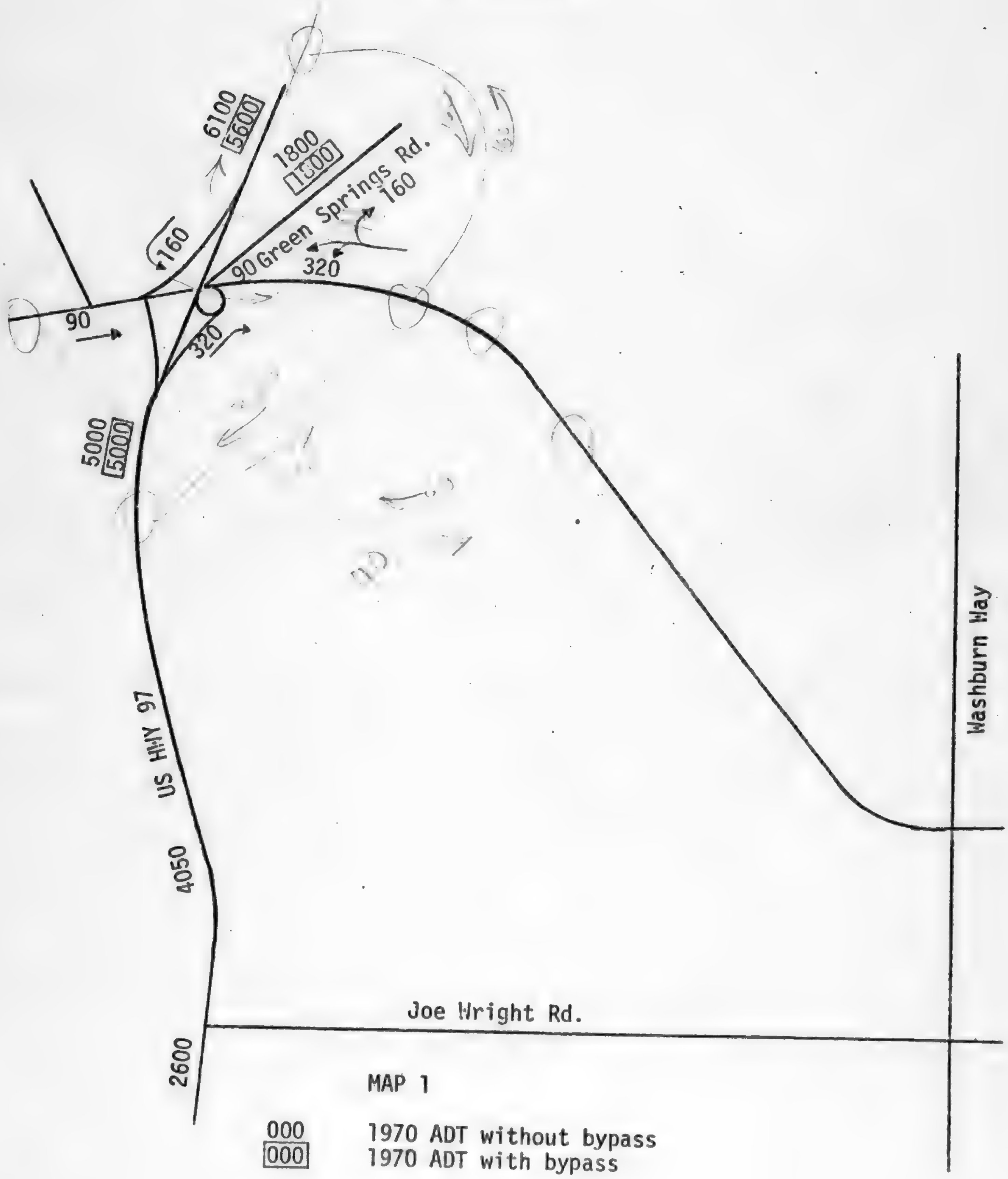
The forecasts for ORE 97 traffic were made using bypass volumes and turning moves supplied by the consultant for all three alternatives. Using these volumes our analysis shows that no improvements will be required by ORE 97. A left turn refuge will be needed for south bound traffic, but we are informed that it already exists.

Ted Fellows
9/7/77

OREGON DEPARTMENT OF TRANSPORTATION
PROJECT MANAGEMENT AND OPERATIONS PLANNING SECTION
URBAN STUDIES UNIT

Klamath Falls: Southside Bypass

Alternate 1


6100
5600
1800
1800
Green Springs Rd.
160
160
90
90
320
320
5000
5000
US HWY 97
4050
2600
Joe Wright Rd.
Washburn Way

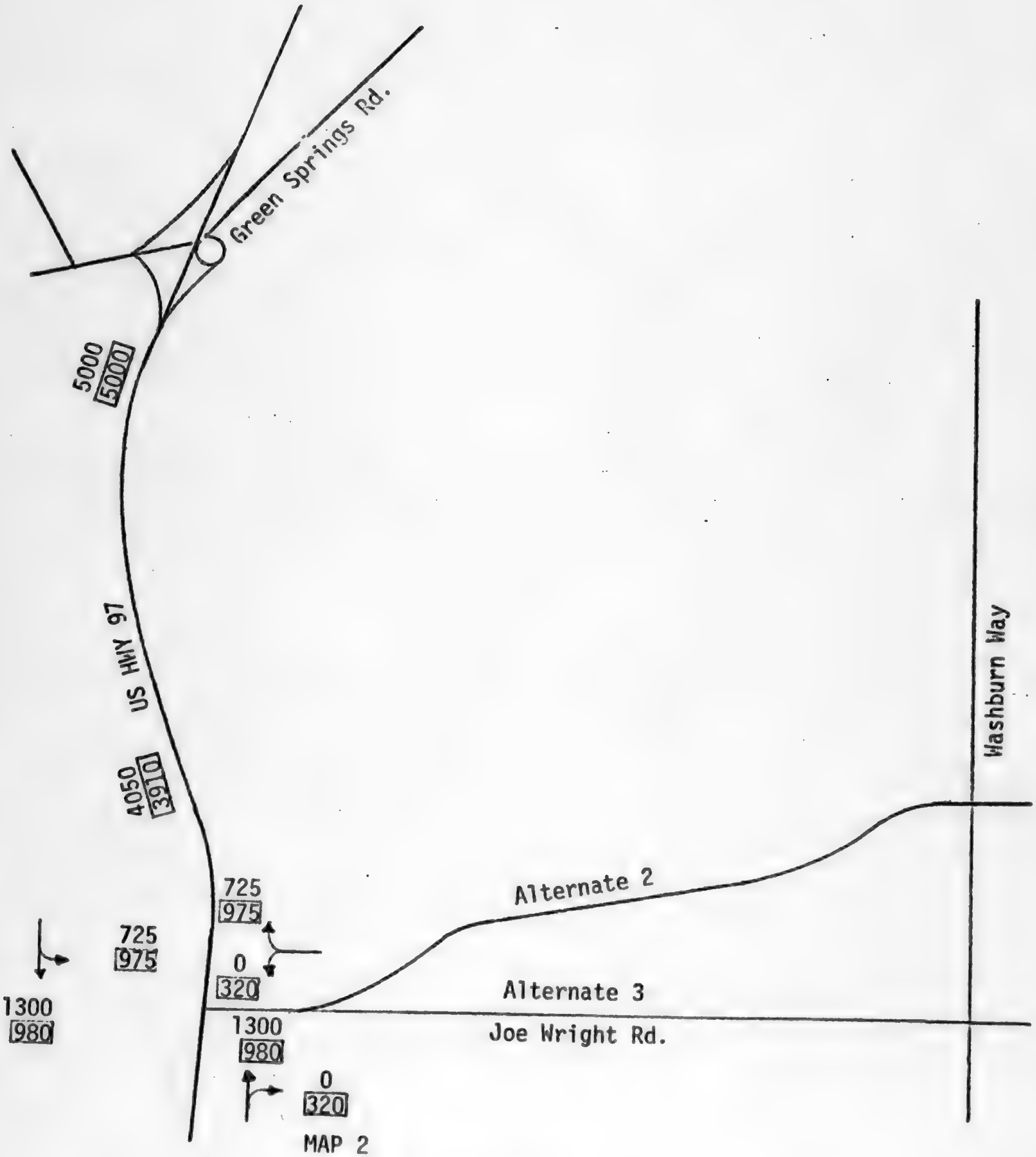
MAP 1

000 1970 ADT without bypass
[000] 1970 ADT with bypass

OREGON DEPARTMENT OF TRANSPORTATION
PROJECT MANAGEMENT AND OPERATIONS PLANNING SECTION
URBAN STUDIES UNIT

Klamath Falls: Southside Bypass

Alternates 2 and 3


Green Springs Rd.
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US HWY 97
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320
Alternate 2
Alternate 3
Joe Wright Rd.
Washburn Way

MAP 2

000 1970 ADT without bypass
$\boxed{000}$ 1970 ADT with bypass

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

August 17, 1977
Salem, OR 97310

FROM: Tom Arnold, Project Manager
Environmental Section

Tom Arnold

SUBJECT: Washburn Way-Green Springs Junction
Southside Bypass
Klamath Falls

TO: Don Stoudenmeyer
Preliminary Design Supervisor

Attached are average daily traffic figures developed for Wilsey & Ham Consultants for the Southside Bypass in Klamath Falls for your use in developing preliminary engineering for the interchanges.

Representatives of Wilsey & Ham will be getting in touch with you soon on the subject.

TA:ss

Attachment

cc: George Ramjoue'

1 Versteeg ✓
2 Olson
Christensen
Scott
Swenson
[illegible]
[illegible]

RECEIVED
AUG 17 1977
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up /
Other

NOTED
WM. L. CRANFORD

Rec Aug 19 77

BRIAN · KANGAS · FOULK & ASSOCIATES
CONSULTING ENGINEERS · PLANNERS · SURVEYORS
505 Price Avenue · Redwood City, CA 94063 · Tel.(415) 365-0412

August 11, 1977

Job No. 77106

Mr. Tom Arnold
Oregon Department of Transportation
Environmental Section
State Highway Building
Salem, Oregon 97310

Dear Tom:

Re: Klamath Falls Southside By-Pass DEIS

In a telephone conversation with John Spencer of Wilsey & Ham on August 10, 1977 I was requested to prepare a preliminary estimate of traffic volumes and turning movements for the alternatives associated with the above referenced project so that the Oregon Department of Transportation can begin preliminary designs of interchanges and necessary roadway structures. The attached drawings depict Preliminary Volume Projections for the alternatives. I do not believe the additional analyses will result in volumes which will require more travel lanes than those indicated to accommodate the volumes transmitted in this submittal.

I will keep you advised as additional study results become available. Please advise me of any questions you may have regarding this submittal.

Very truly yours,

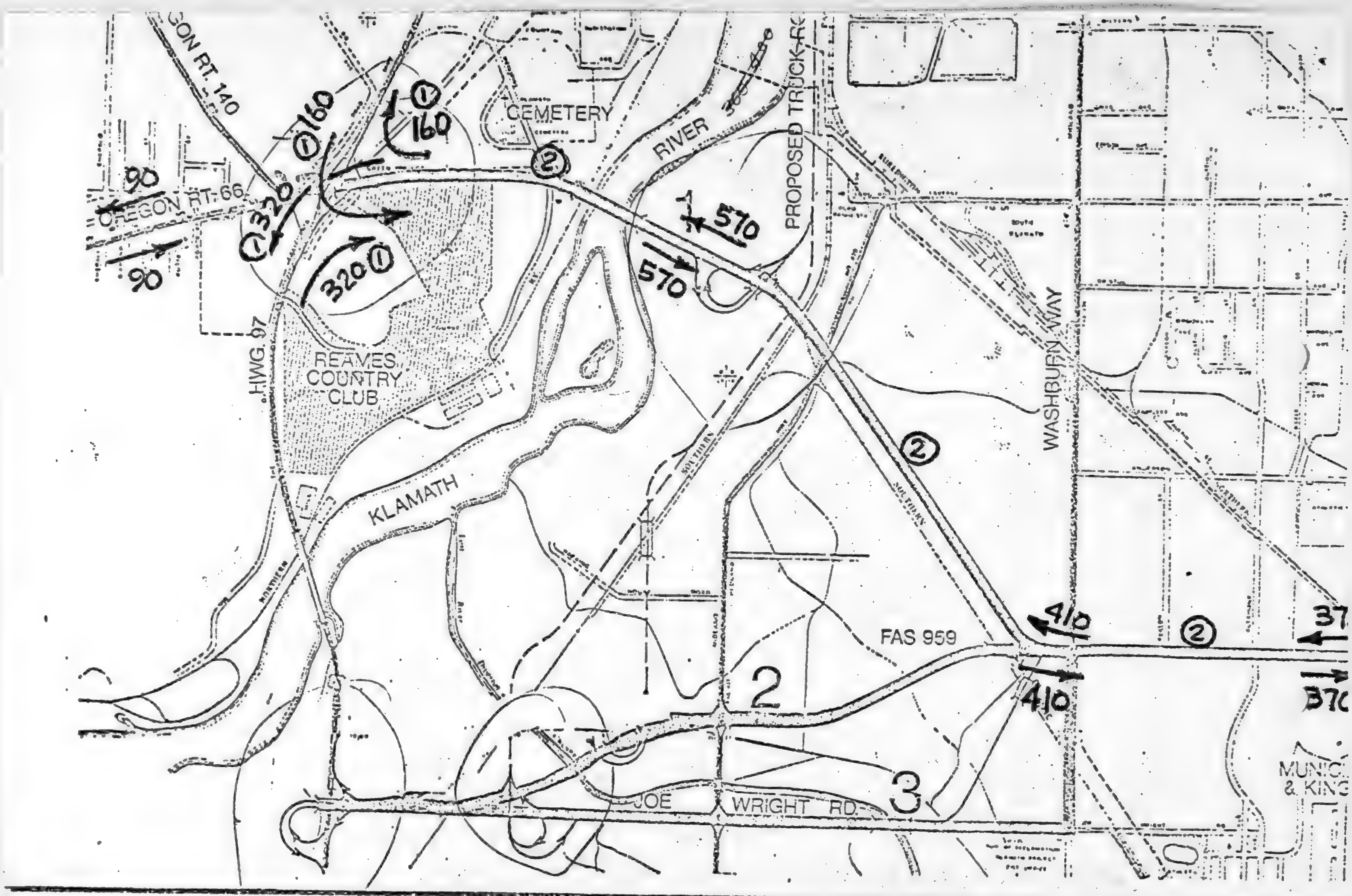
Anthony John Gschwend, P.E.
Director of Transportation

AJG:em

cc: John Spencer

415-365-0412

NOTED
WM. L. CRANFORD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CEMETERY
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RIVER
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REAMES COUNTRY CLUB
KLAMATH
WASHBURN WAY
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FAS 959
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37
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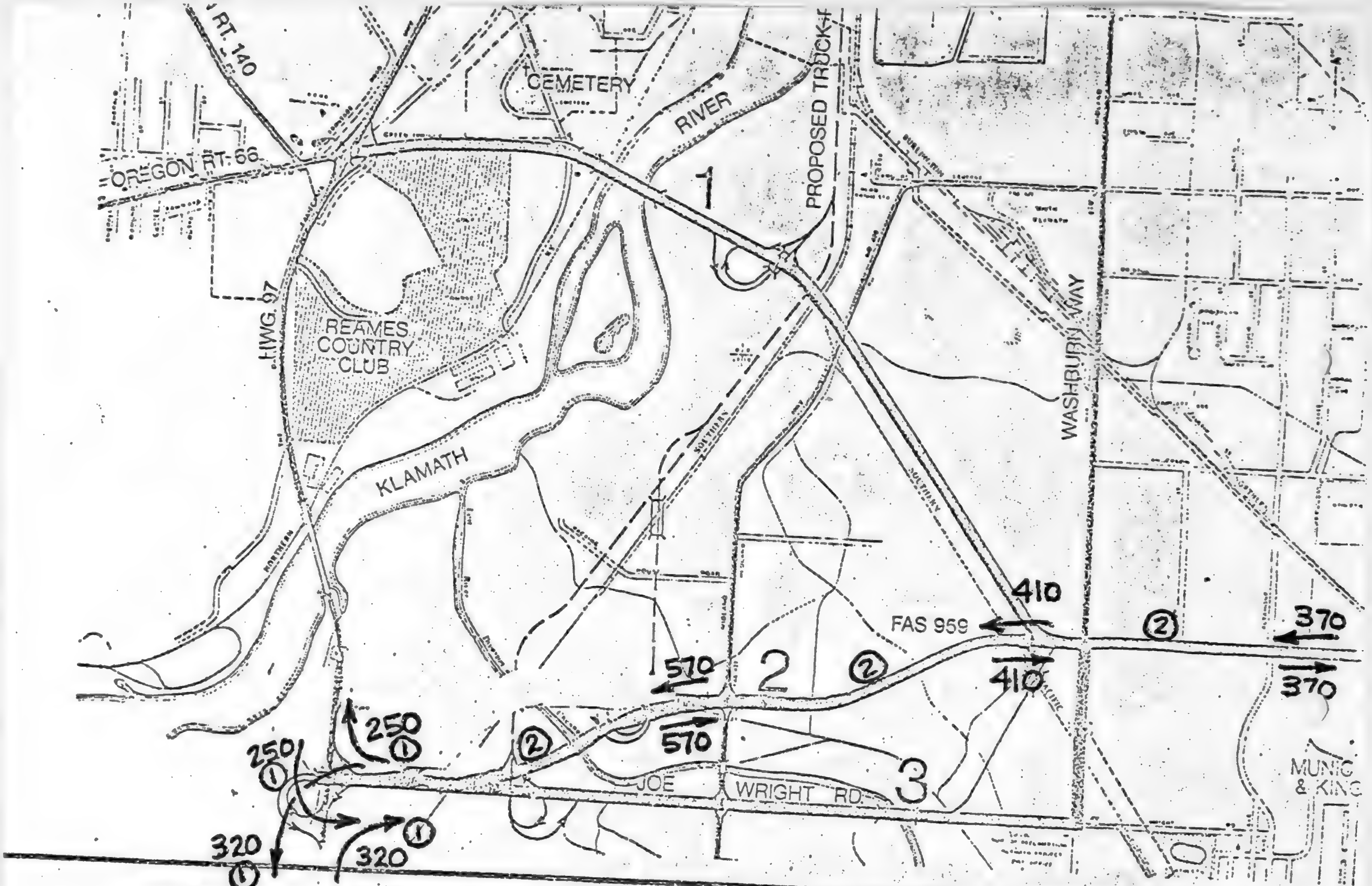
JOE WRIGHT RD.
MUNIC & KING

Klamath Falls,
Oregon

Preliminary Volume Projections 1970 (ADT)
Southside By-Pass (Alternate #1)
① = No. Travel Lanes Required
8-11-77


RT. 140
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HWG. 97
REAMES COUNTRY CLUB
WASHBURN WAY
KLAMATH
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FAS 959
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570
3
JOE
WRIGHT RD.
MUNIC & KING
320
①
320
①

Klamath Falls,
Oregon

PRELIMINARY VOLUME PROJECTIONS (ADT)
SOUTHSIDE BY-PASS (ALTERNATE #2)
① = NO. TRAVEL LANES REQUIRED

8·11·77

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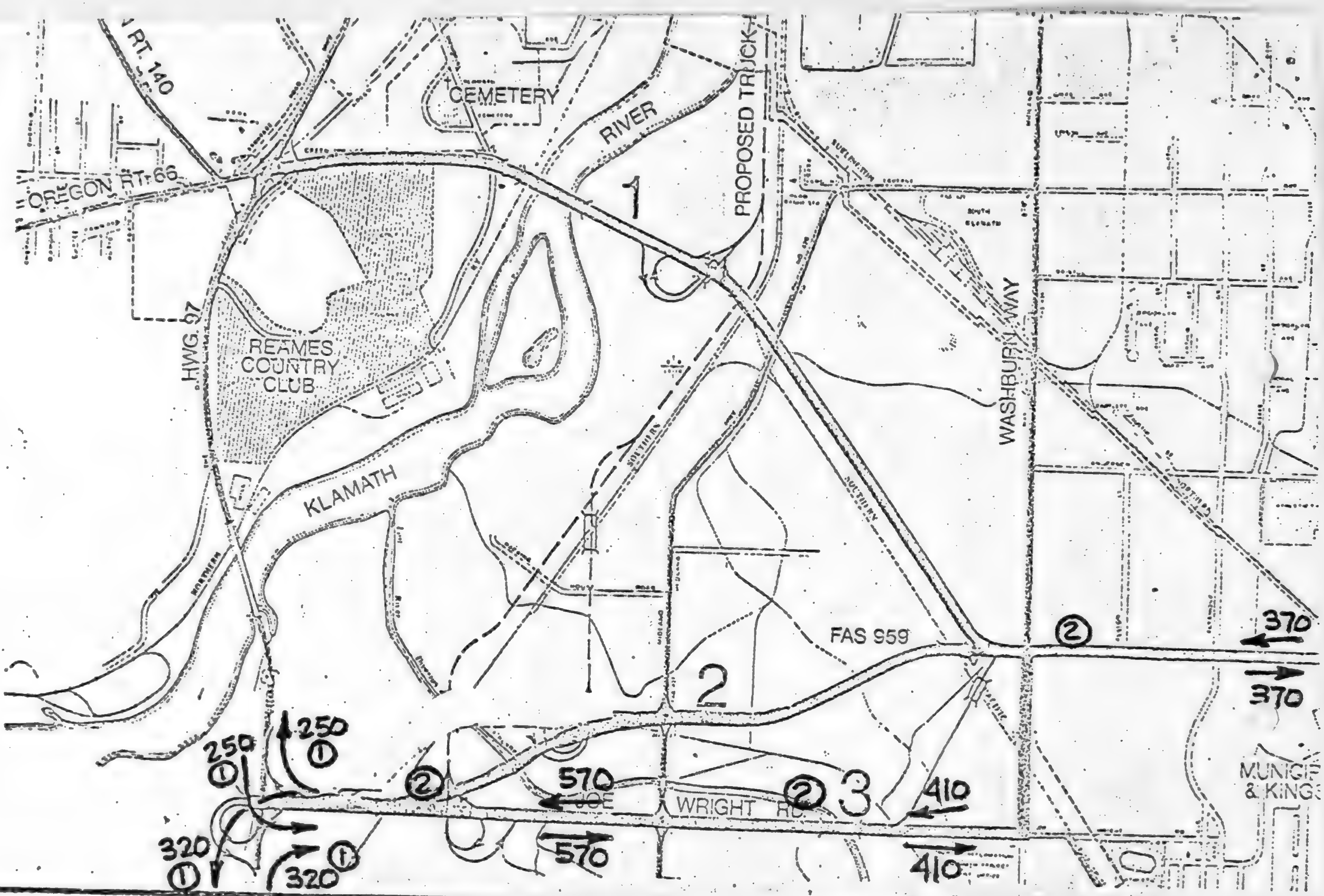
RT. 140
OREGON RT. 66
CEMETERY
RIVER
PROPOSED TRUCK
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REAMES COUNTRY CLUB
KLAMATH
WASHBURN WAY
FAS 959
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320 ①
JOE
WRIGHT RD.
MUNICI
& KINGS

Klamath Falls,
Oregon

Preliminary Volume Projections (ADT)
Southside By-Pass (Alternate #3)
① = No. Travel Lanes Required
8·11·77

Sou
Altern

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Bend, Oregon 97701
April 15, 1977

FILE: LOC 17
518-1920

FROM: David S. Fenton
Regional Federal Aid Engineer

TO: Frank Terpin
Location Engineer

SUBJECT: Green Springs Jct.-Washburn Way
Southside Bypass
Klamath Falls
Prefix No. 518-1920

Klamath County, in the enclosed letter, has requested that we do some work for them on the Southside Bypass project. First, they would like us to take a look at the two proposed connections of the bypass to Highway 97 and advise them of design requirements and restrictions. I suspect that they will eventually ask us to design the interchange at the location that is chosen.

Second, they have formally requested that we design the structure over the Klamath River that the bypass will use. They will do the vicinity map and all survey work, but we are to do the rest.

David Fenton

DSF:mr

enclosure

cc: Walt Hart, w/encl
Gerald Wimer, w/encl
Bob Prange, w/encl

NOTED
WM. L CRANFORD

RECEIVED
APR 18 1977
LOCATION
SECTION

REFERRED TO Wills
By Location Engineer

Discuss w/ R.D. Olson

Klamath County ~ Public Works Department

VETERANS MEMORIAL BUILDING — 503-882-2501 — KLAMATH FALLS, OREGON 97601

April 7, 1977

Mr. David S. Fenton
Federal Aid Engineer
State Highway Division
P.O. Box 1249
Bend, OR 97701

Dear Dave:

After selecting the consultant firm to do the draft Environmental Impact Statement for our proposed Southside By-Pass, Klamath County needs assistance from the State Highway Division to determine the exact design and structures that will be required by the State.

One of the proposed access points is at the present Highway 97-66 interchange. The second access is where the present Joe Wright County Road intersects Highway 97. If the State would review the two proposed access points and inform Klamath County of the requirements for construction at each of these accesses before an access permit is granted it would be greatly appreciated.

Klamath County would like to make a formal request for the State Highway Division to do the preliminary foundation investigation and design for a structure across Klamath River at the general location of the Southside By-Pass. If this information can be obtained by your department it would assist Klamath County in our program.

Thank you very much for your assistance in this matter.

Very truly yours,

Earl E. Kessler

Earl E. Kessler
County Engineer

EEK:mt

[illegible]

NOTED
WM. L CRANFORD

K. Falls

STATE OF OREGON
Department of Transportation

INTEROFFICE MEMO

TO: Adrian Olson
Preliminary Design Engineer

DATE: September 7, 1977

By Jack K Satterlee
FROM: William L. Cranford
Urban Studies Manager

SUBJECT: Klamath Falls-Washburn Way-Green Springs Junction Southside Bypass

Attached is our report and analysis as requested by Ollie Sacre of your staff.

WLC:bp
Attachment
cc: Tom Arnold
John Holcomb

9-8-77
In order to avoid 2 crossings of the River we should build a new Bridge across the Klamath River on 97 and join the Bypass South of this Bridge
No other alternative would be suitable
CMW

Carl Williams, Regional Engr.

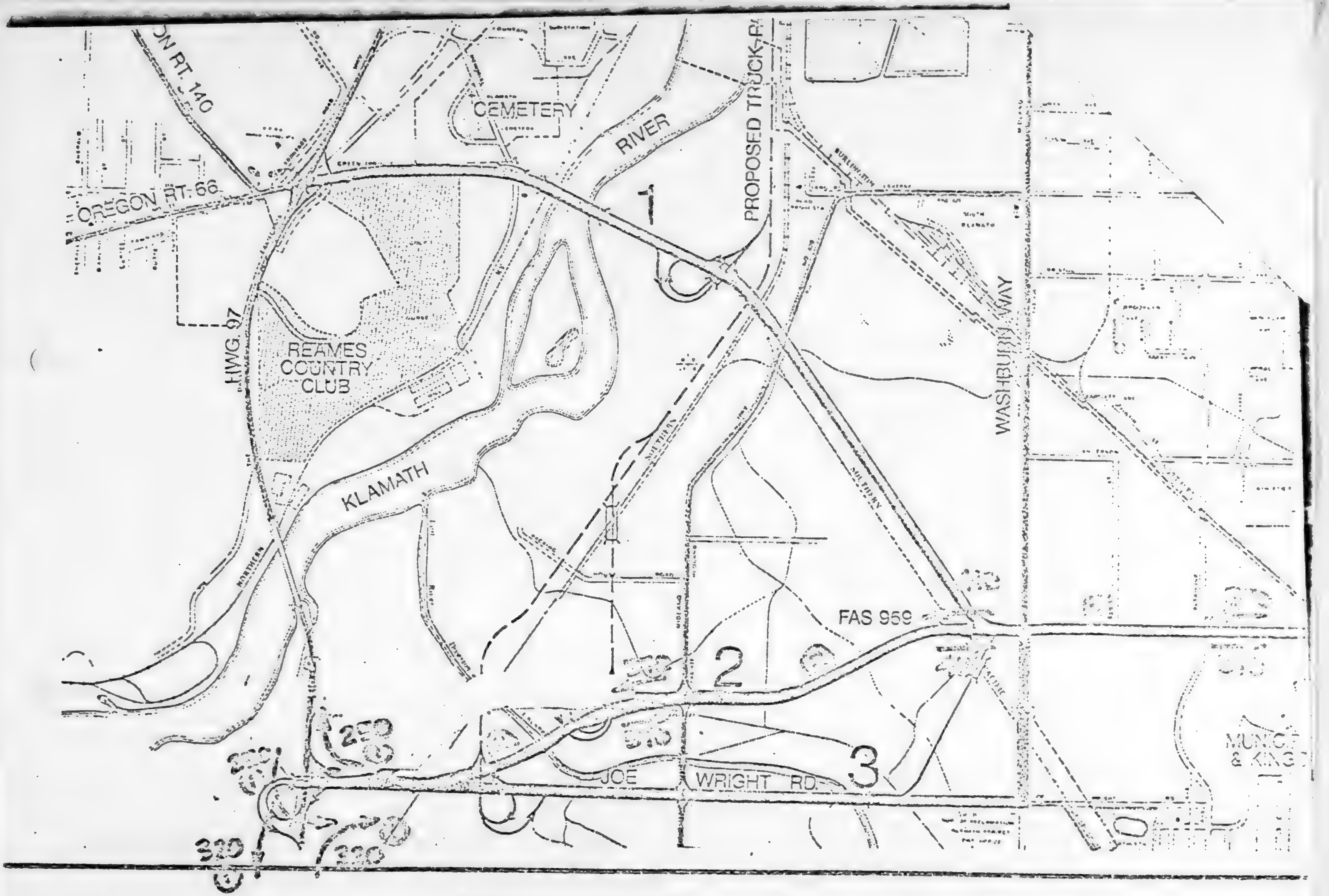
[illegible] [illegible] [illegible] FAE
RTE RECEIVED GEO
RUE SEP 8 1977 RDE
RSO REGION 4 RBE
ASSIGNED________

Vorsteeg
Christensen
Gonigo
✓ Olson AOO
Turpin
Sullivan
Scott
Savage

RECEIVED
SEP 12 1977
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up __/__/__
Action

81-125-1387



ON RT. 140
OREGON RT. 66
CEMETERY
RIVER
PROPOSED TRUCK-R
1
HWG. 97
REAMES
COUNTRY
CLUB
WASHBURN WAY
KLAMATH
FAS 959
2
250
515
3
JOE
WRIGHT RD.
MUNICH
& KING
320
320

Klamath Falls,
Oregon

Preliminary Volume Projections (ADT)
Southside By-Pass (Alternate #2)
[illegible]

Sou

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION 6-21-77

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO: RS-B319(1)

STATE PROJECT NO.: See Below

COUNTY NAME: Klamath

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: RS-111

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 30 '77
REFER TO
FOR

DATE PS & E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 6-21-77

FEDERAL ROUTE NUMBER: Secondary 319

STATE ROUTE NUMBER: County Road

GENERAL LOCATION:

"Washburn Way-Green Springs Jct."

GENERAL DESCRIPTION OF WORK:

Consultant Agreement

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Consultant Agreement

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of June 9, 1977, I approve the Consultant Agreement with Willsey and Ham Consultant Engineers at a cost not to exceed $59,455-FF $51,012 and you are authorized to proceed with the work covered by the Agreement.

A signed copy of the Agreement is returned herewith.

DATE: 6-21-77

SIGNATURE OF APPROVING OFFICIAL: G. K. Hosmer

TITLE: for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

FORM 81-734-3030

10,171

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
April 28, 1977

FILE: S Side Bypass
Klamath Co

FROM: R. W. Ellison
Acting Bridge Engineer

TO: Mr. Frank E. Terpin
Location Engineer

FAS 959 (B319) is South Side Bypass
State design Klam R Br for County
&/or 2 proposed connections to Hwy 4

Green Springs Jct.-Washburn Way
South Side Bypass
Klamath Falls
Klamath County

By letter dated April 7, 1977, Klamath County has requested the State to perform foundation investigation for the proposed new structure over the Klamath River on this section.

Foundation investigation may be initiated on receipt by this office of the proposed final location and vicinity map of the structure.

There are apparently two other proposed structures involved in this section, one at the overcrossing of the Southern Pacific Railroad and another at a diamond interchange at the junction of the truck route. Will foundation investigation be performed by the State for these structures also?

It is noted that since the county is performing preliminary engineering on this project, no funds were included in the Survey Authorization for this project for foundation exploration. Such funds should be authorized prior to initiating exploratory work. An estimate of funds required can be made when the work to be performed has been defined.

JLD:smd

Attachments

cc Jack Davis
David S. Fenton
Carl M. Williams /w/ attach.
Roland VanCleave /w/ attach.
Bob Prange /w/ attach.

PROJECT MANAGEMENT
APR 29 '77
REFER TO:

FOR						
Info	Investigate	R/D	Action	File	Letter	See me

NOTED
……NOR C. HO

734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Bend, Oregon 97701
April 15, 1977

FILE: LOC 17
518-1920

FROM: David S. Fenton
Regional Federal Aid Engineer

TO: Frank Terpin
Location Engineer

SUBJECT: Green Springs Jct.-Washburn Way
Southside Bypass
Klamath Falls
Prefix No. 518-1920

Portland

Klamath County, in the enclosed letter, has requested that we do some work for them on the Southside Bypass project. First, they would like us to take a look at the two proposed connections of the bypass to Highway 97 and advise them of design requirements and restrictions. I suspect that they will eventually ask us to design the interchange at the location that is chosen.

Second, they have formally requested that we design the structure over the Klamath River that the bypass will use. They will do the vicinity map and all survey work, but we are to do the rest.

David Fenton

DSF:mr

enclosure

cc: Walt Hart, w/encl
Gerald Wimer, w/encl
Bob Prange, w/encl

NOTED
R. W. ELLISON

Dave to get us a V.M.

NOTED
T. G. [illegible]

NOTED
L. L. WALLACE

RECEIVED
APR 18 1977
BRIDGE SECTION

Klamath County ~ Public Works Department

VETERANS MEMORIAL BUILDING — 503-882-2501 — KLAMATH FALLS, OREGON 97601

April 7, 1977

Mr. David S. Fenton
Federal Aid Engineer
State Highway Division
P.O. Box 1249
Bend, OR 97701

Dear Dave:

After selecting the consultant firm to do the draft Environmental Impact Statement for our proposed Southside By-Pass, Klamath County needs assistance from the State Highway Division to determine the exact design and structures that will be required by the State.

One of the proposed access points is at the present Highway 97-66 interchange. The second access is where the present Joe Wright County Road intersects Highway 97. If the State would review the two proposed access points and inform Klamath County of the requirements for construction at each of these accesses before an access permit is granted it would be greatly appreciated.

Klamath County would like to make a formal request for the State Highway Division to do the preliminary foundation investigation and design for a structure across Klamath River at the general location of the Southside By-Pass. If this information can be obtained by your department it would assist Klamath County in our program.

Thank you very much for your assistance in this matter.

Very truly yours,

Earl E. Kessler
County Engineer

EEK:mt

RECEIVED
APR 18 1977
BRIDGE SECTION

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

March 28, 1977

Salem, OR 97310

FILE: Tra 7-4-1 K. Falls S.P.

send this to Ed Hunter.

FROM: Tom Arnold Tom
Project Manager

TO: Memo to the Files

SUBJECT: Southside Bypass
Klamath Falls
Klamath County

NOTED
E. S. HUNTER

On March 25, 1977, Lyle Smith, Klamath County Director of Public Works, Dave Fenton, and myself, met to decide which of the consultants that had submitted proposals for the Southside Bypass EIS would be interviewed.

We compared the rankings of consultants prepared by this office, Region Office, and Klamath County. There was little difference in ranking at the top and bottom of the respective lists, and with some discussion of the strengths and weaknesses of those proposals that fell in the middle, we agreed to interview the following consultants on April 5, 1977:

Sverdrup and Parcel and Associates, Inc.

Northwest Environmental Technology Laboratories, Inc.

Wilsey and Ham

CH_2M Hill

I am preparing a list of questions that this office will have for the consultants at the time of interview, and Lyle and Dave will be doing the same, sending copies of the lists to each other prior to the interviews.

TA:cjh

cc: Gary Potter ✓
George Ramjoue'
Dave Fenton

RECEIVED
STATE HWY ENGR
MAR 29 '77
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

CITY OF KLAMATH FALLS, OREGON

226 SO. FIFTH STREET
ZIP CODE 97601

TELEPHONE 884-3161
AREA CODE 503

March 16, 1977

Mr. Carl W. Williams
Regional Engineer
Oregon State Highway Division
P.O. Box 1249
Bend, Oregon 97701

Dear Mr. Williams:

A special City Council meeting was held on March 14, 1977 to approve six items which will allow the Shasta Way project to continue. The City Council chose to approve all of these items and directed City staff to inform the Oregon State Highway Division and request they be incorporated into the Shasta Way project.

These items are as follows:

1. Fix the drainage problem that exists west of Shasta Way on the south side of Sixth St.
2. Install signal that will permit Shasta Way traffic to cross Sixth Street to unimproved portion of Shasta Way. (Dirt road that leads to skating rink.)
3. Signal light must allow west-bound traffic on Sixth Street to turn left on Shasta Way, again onto unimproved portion.
4. Council is to notify State Highway Division that the City does not object to the State Highway Division selling the triangular piece of property located on the southwest corner of Sixth Street and Shasta Way to adjoining merchants.
5. Council will authorize sidewalk width in front of Adair's Furniture to be reduced to five feet, which will allow on-street parking for approximately 100 feet in that area.
6. City will prohibit any left turns from Shasta Way which will decrease the amount of no parking needed to accommodate storage lane.

Thank you for your assistance.

Sincerely,

Ray Bidegary

Ray Bidegary,
Acting Director of Public Works

RB:cf
cc: Jim Watson
Lyle Smith

RDE RE RME RCE FAE
RTE RECEIVED ENV
RUE MAR 17 1977 RDE
RSO REGION 4 RBE
ASSIGNED________

SISTER CITY
ROTORUA, NEW ZEALAND

10,171

KLAMATH COUNTY

Klamath County ~ Public Works Department

VETERANS MEMORIAL BUILDING — 503-882-2501 — KLAMATH FALLS, OREGON 97601

February 10, 1977

HIGHLIGHTS OF THE PROPOSED KLAMATH COUNTY CONSTRUCTION PROGRAM, 1977 to 1985

This proposed construction program was prepared by the Klamath County Road Advisory Committee and approved by the Board of Commissioners. The Klamath Falls City Council approved the portion affecting the City at their meeting on February 8, 1977. The plan is now being submitted to various organizations and citizens who have and who will be involved and interested in the development and construction of the Southside By-Pass, Truck Route and other projects. It is a very ambitious and positive program that will require the approval and support of the community to realize completion. Public meetings will be held to explain the plan and to solicit the support of the community in obtaining the necessary Federal and State funding.

The programming and letting of contracts for the widening of Shasta Way from the Eastside By-Pass to South Sixth Street will be completed in fiscal year 1976-77. This is a joint City-County F.A.U. project.

Summers Lane will be widened from Clinton Street to Johns Avenue in the summer of 1977. This project will be financed solely by Klamath County and will be constructed by private contractors.

Klamath County will let contracts to begin the Southside By-Pass in fiscal year 1978-79. This will be financed by County funds and will construct the portion from State Highway 39 to Homedale Road. The Fremont Bridge over Link River will also be widened during this year as a City-County F.A.U. project. Klamath County will pay the City share of the matching funds and the City of Klamath Falls will assume jurisdiction of Lakeshore Drive from the Westside By-Pass to the City limits.

Klamath County will finance the construction of the Southside By-Pass from Homedale Road to Summers Lane in fiscal year 1979-80 and will also finance the replacement of the Joe Wright Bridge over the Diversion Canal. This will provide an adequate structure for heavy vehicles in case the construction of the westerly leg of the By-Pass is delayed.

Fiscal year 1980-81 will see the completion of the Southside By-Pass to Washburn Way. It is also the year funding is to be completed to finance the west leg of the by-pass across the Klamath River to State Highway 97. The total estimated cost of this section is $5,300,000.00. This will be financed by Federal Funding of $1,203,000.00, a State match of $98,000.00, County match of $98,000.00, and the transfer of $3,901,000.00 State funds from State Highway 39 to this project. Community support is especially needed to assure this transfer of State funds.

It is essential to complete the Truck Route as soon as possible. It is also necessary to widen Homedale Road and Altamont Drive from South Sixth Street to the Southside By-Pass. The City has agreed to apply all accruing F.A.U. funds to the two widening projects if the County will provide all local match money. In return, Klamath County will finance the construction of the Truck Route. This construction will begin in fiscal year 1981-82. Contracts will be let to fill, grade and base the Truck Route in 3/4-mile annual increments, beginning at the Southside By-Pass and terminating at Spring Street.

Fiscal year 1982-83 will see the second 3/4-mile section of the Truck Route constructed along with the widening of Homedale Road from the Southside By-Pass to the "A" Canal crossing.

The final section of the Truck Route will be completed with fill and base rock to Spring Street in fiscal year 1983-84. Homedale Road will also be completed to South Sixth Street.

The entire 2 1/4 miles of the Truck Route will be paved and opened to traffic in fiscal year 1984-85. F.A.U. funds will be accumulating and the target date for widening Altamont Drive will be fiscal year 1987-88.

It must be emphasized that community response and support for construction of the Southside By-Pass and the Truck Route has been terrific. The total cooperation between the City, County, State and citizens has impressed the State Transportation Committee and others that are administering State and Federal funds. It is essential to continue with informational meetings, citizen imput and to continue this local interest and support to realize the time schedule of this proposed construction program.

Lyle C. Smith
Director of Public Works

[illegible]

[illegible] 7-4-6
[illegible]

December 15, 1976

Klamath County Board of Commissioners
Courthouse
Klamath Falls, OR 97601

Attention: William D. Milne
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5919

Gentlemen:

Attached for your files is a fully executed copy of an agreement for the construction of the Green Springs Junction-Washburn Way Section of the South Side Bypass on FAS B319 in Klamath County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr
Att.

bc Don Harwell (agreement att.)

10/1/7

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

December 10, 1976

Salem, OR 97310

FILE:

FROM: Mike Murphy mjm
Economist

TO: Bob Sandmann
Construction Engineer

Dave Fenton
Regional Environmentalist
Region IV

SUBJECT: Economic Analysis for Hearing Study Report, S. 6th St. Parking Removal, Klamath Falls

Attached is a copy of the economic analysis for the Hearing Study Report on the S. 6th St. - Eastside Bypass, Shasta Way (FAUS 2298), Klamath Falls. This report discusses only the economic impacts of parking removal; other impacts raised at the hearing and subsequent correspondence will be handled elsewhere in the Hearing Study Report.

Extra copies of Figures 1 and 2 are also provided.

RECEIVED
13 1976
LOCATION
SECTION

Attachment

MM:cjh

cc: F. E. Terpin, Location w/attach ✓
G. A. Potter, w/attach
F. T. Dykman w/attach

NOTED
W. N. HACKLEMAN

Economic Analysis of Parking Removal Along S. 6th St.
for
HEARING STUDY REPORT
6th St.-Eastside Bypass, Shasta Way, Klamath Falls

The purpose of this study is to analyze the impacts of the removal of parking along S. 6th St. and any possible ways to minimize the adverse impacts of this action. The description and history of the project is given in the Hearing Study Report of which this analysis will become a part. This examination will be confined to the economic aspects of the issues raised during and after the hearing.

S. 6th St. is part of the major east-west arterial running through Klamath Falls, The street is lined with commercial structures most of which are over a decade or two old. Because these structures are older, the commercial property values along this street are relatively low compared to other properties. Rents and leases are lower than for newer structures. Since S. 6th St. has a considerable amount of traffic (6,200 ADT), many customers pass by these businesses. Hence sales are high; more so than they would be in other parts of the urban area. Many of these businesses enjoy both high revenue (or sales) and low costs (because of low rents or payments for property). Because of these favorable conditions some businesses can manage profits in this location while they possibly could not in other locations where costs would be higher and sales lower.

The names and locations of the businesses are shown in Figure 1, which also shows the limits of parking removal. The location of on-street, existing off-street and potential off-street parking is shown in Figure 2.

Some of the businesses have adequate off-street parking and would not be adversely affected by the removal of on-street parking. Other businesses which have little or no off-street parking could be adversely affected by the removal of on-street parking. These businesses are:

1. Adair Furniture Co.
2. Balsiger Motors
3. H. & R. Block Tax Service
4. Horn Tax Service
5. Model Cleaners
6. State Farm Insurance
7. Sierra Gun Shop
8. Tucker Real Estate
9. T.V. City

Seven of these businesses were contacted personally by a staff member of the Oregon State Highway Division along with a member of the S. 6th St. Merchants Association. Attempts were made to reach the other two businesses by phone. The Tucker Real Estate was contacted; the Horn Tax Service was not contacted.

Each of these businesses has unique problems in adjusting to the removal of parking. These problems will be examined in turn and then steps to minimize or reduce any adverse impacts are suggested.

1. Adair Furniture Co. This firm now has off-street parking on either side of the structure. The owner and manager, Jim Adair, would move the entrance of the store nearer his parking lot. He estimates that this would cost him between $50,000 and $100,000. In addition, he expects his gross sales to go down by as much as $100,000 for the first three months after parking is removed. This would occur, he believes, both because parking is removed and because the traffic is moved closer to the curb and the store. He also expressed concern that with traffic closer to his structure, some drivers may crash through the windows of his store, particularly during the winter with the snow and ice.

2. Balsiger Motors. This firm shares parking with Adair Furniture. The business now has a problem with dirt and snow being thrown up onto the front row of cars. With the traffic placed nearer the curb, this problem would worsen. The firm may also have to reduce inventory to provide off-street parking.

3. H. & R. Block Tax Service. This firm has heavy business for a period before April 15 (the "tax season"). During this time the parking lot next door is filled, as well as the on-street lots. They are looking for other sites; they do not believe that they will have enough parking during the "tax season."

4. Horn Tax Service. Attempts were made to contact the manager of this firm. However, he was not in his office.

5. Model Cleaners. The owner of this small business has some parking behind his shop but it is not owned by him. He thinks he may have to relocate if parking is removed.

6. State Farm Insurance. Although there is a parking lot nearby, it is not theirs. They are investigating the possibility of moving once parking is removed. They have a problem with parking during the "tax season" because of H. & R. Block next door.

7. Sierra Gun Shop. Parking would be removed in front of only about half of the manager's shop. He is not sure if he would stay there once parking is removed. There is a lot next to his shop; he can rent part of it for parking at $100 per month. He does not believe he can afford this. He lives upstairs from the shop so that he would also have to relocate his residence if he moved. He also expressed concern about the snow and slush problem on the sidewalks.

8. Tucker Real Estate. Since there is a lot next to his shop, Mr. Tucker would not be as adversely affected by the removal of parking as some of the other firms. He owns the building in which his business, T.V. City and the Horn Tax Service is located. If either of these businesses left, he would face a loss in rents. He is also concerned about the snow and slush problem on the sidewalks.

9. T.V. City. The two managers of this shop were not as concerned about their firm going out of business as they were about the adverse impacts on the

smaller businesses which had no off-street parking. They did believe that they would lose some of their new sales because customers would not have the convenience of driving up to the front door. Any decrease in sales from the removal of parking would be more noticeable during inclement weather (i.e. with snow and ice on the sidewalks).

In addition to the businesses listed above, an antique shop went out of business soon after it was announced that parking would be removed from S. 6th St. There were undoubtly a variety of reasons why the antique shop terminated operations there, with the removal of parking being one.

Summary of Impacts: It is impossible to determine at this time how many businesses would terminate operations as a result of the removal of parking. Those businesses which are larger and have more than one location will be less likely to terminate operations. For example, parking removal will have a negligible effect on nation-wide firms such as H. & R. Block and State Farm Insurance. If one or more businesses terminate operations, it is likely that the low rents and high ADT's will cause another business to take its place--one that would be able to operate without on-street parking.

Much of the ability of the businesses to adapt to the change depends upon the business itself, upon that elusive quality, entrepreneurship. Those firms which make adjustments to the change, such as obtaining off-street parking, signing for off-street parking, informing their customers of this change, etc. will be more likely to adapt to the parking removal. Adaptation to the change will be particularly important in this case because, by law, the Oregon State Highway Division does not compensate property owners for the removal of on-street parking. That is, current state and federal regulations allow compensation for only certain changes, such as actual taking of property or removal of access; removal of on-street parking is not included under compensible items.

Steps to Minimize Adverse Impacts. While monetary compensation is not available, non-monetary assistance can be provided. If a business is economically or physically injured by a federally-funded project, then they are eligible for a loan through the Small Business Administration at a favorable interest rate if they cannot secure a loan through a bank. In addition, businesses can obtain advice and counseling through the Service Corps of Retired Executives (SCORE), which is composed of volunteer retired businessmen. This assistance can be obtained through the Management Assistance Office of the Small Business Administration in Portland, Oregon. In addition, the City of Klamath Falls could build parking lots for businesses and finance the costs of the lot(s) by a tax levy on adjacent businesses. Some possible locations of parking lots are shown in Figure 2.

Design remedies to relieve the snow and slush drainage problem are discussed elsewhere in the Hearing Study Report.

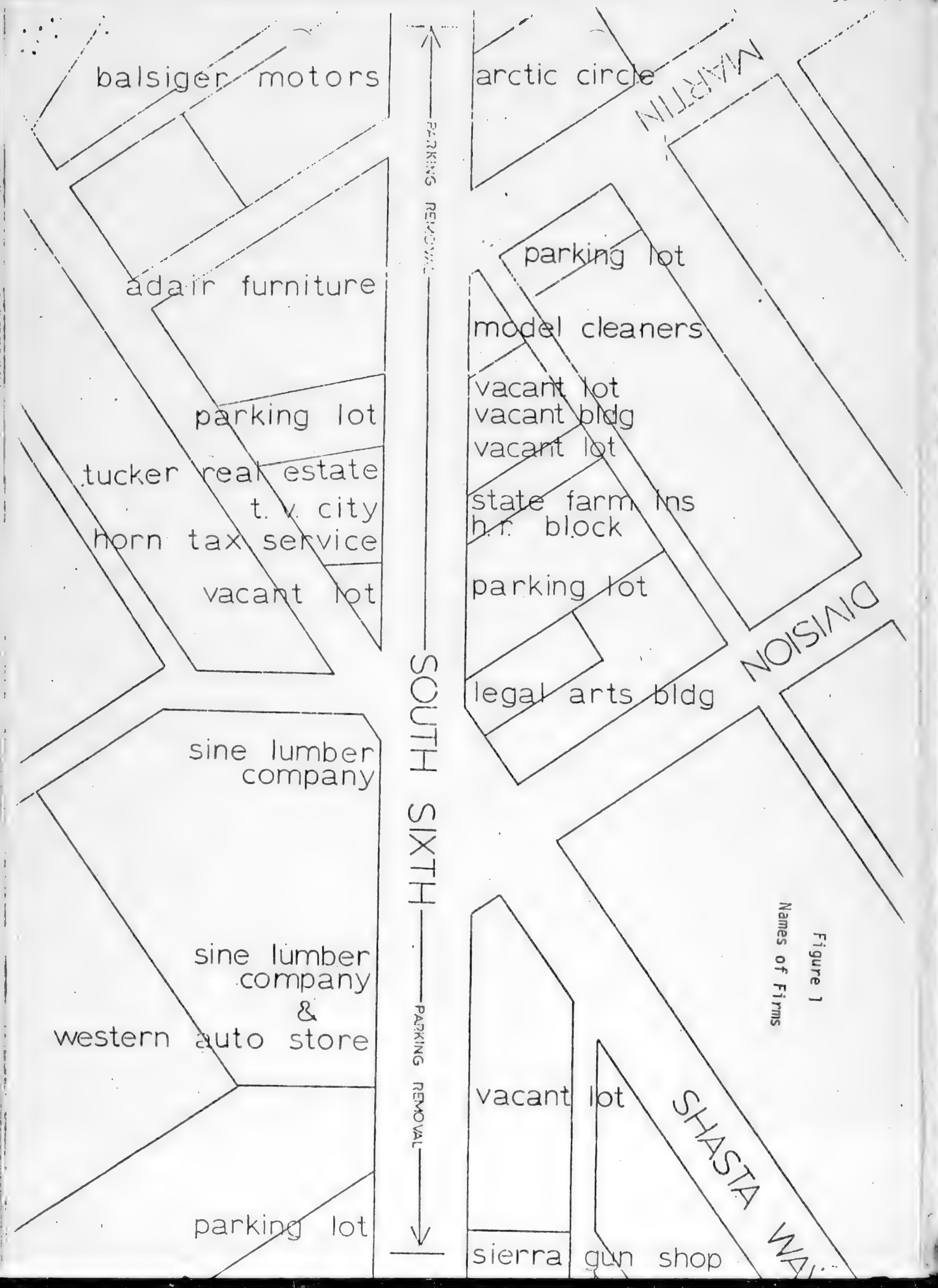

balsiger motors
arctic circle
MARTIN
PARKING REMOVAL
parking lot
adair furniture
model cleaners
vacant lot
vacant bldg
vacant lot
parking lot
tucker real estate
t. v. city
horn tax service
state farm ins
h. r. block
vacant lot
parking lot
DIVISION
SOUTH SIXTH
legal arts bldg
sine lumber company
sine lumber company
&
western auto store
PARKING REMOVAL
vacant lot
SHASTA WA
parking lot
sierra gun shop

Figure 1
Names of Firms

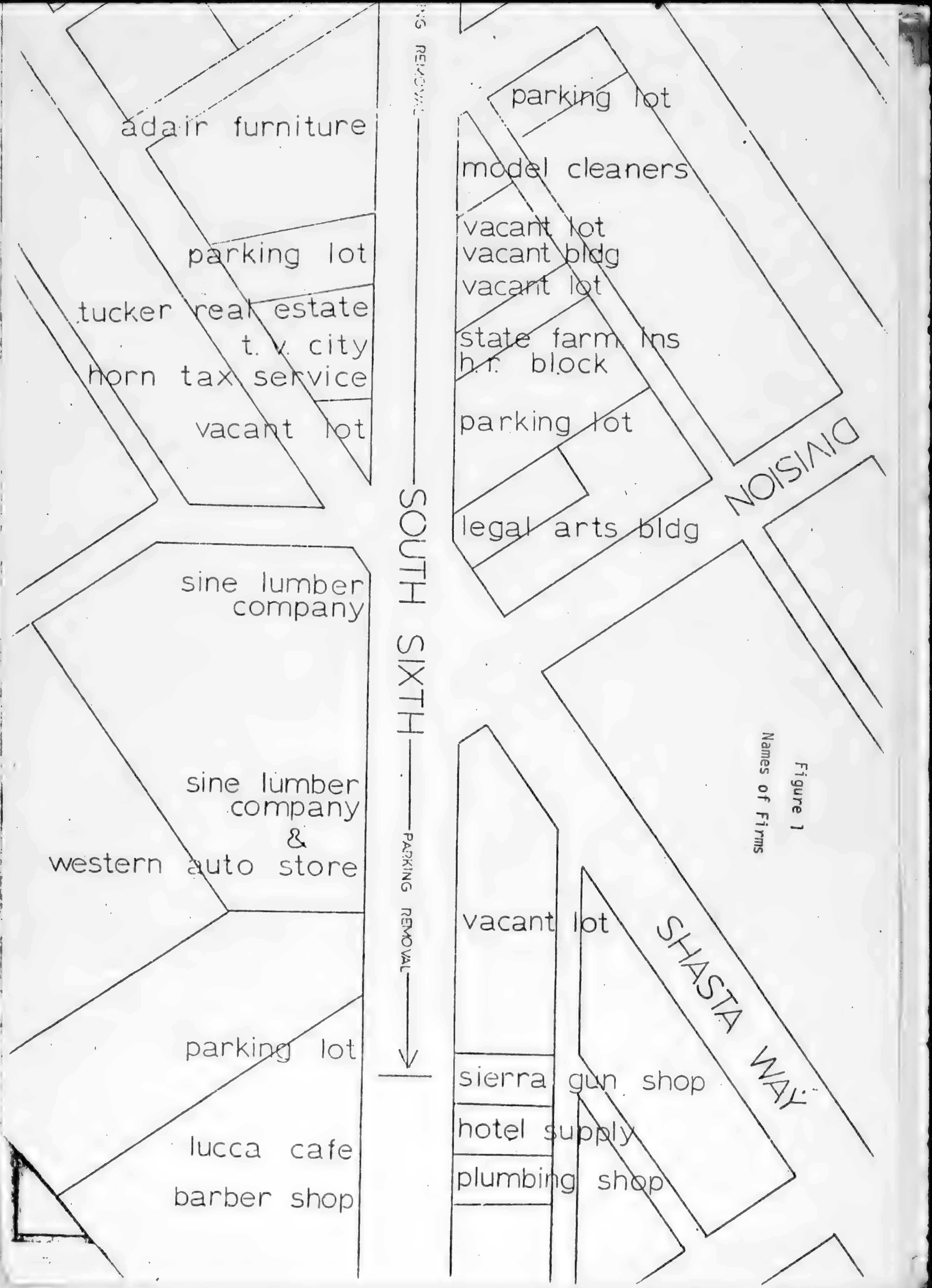
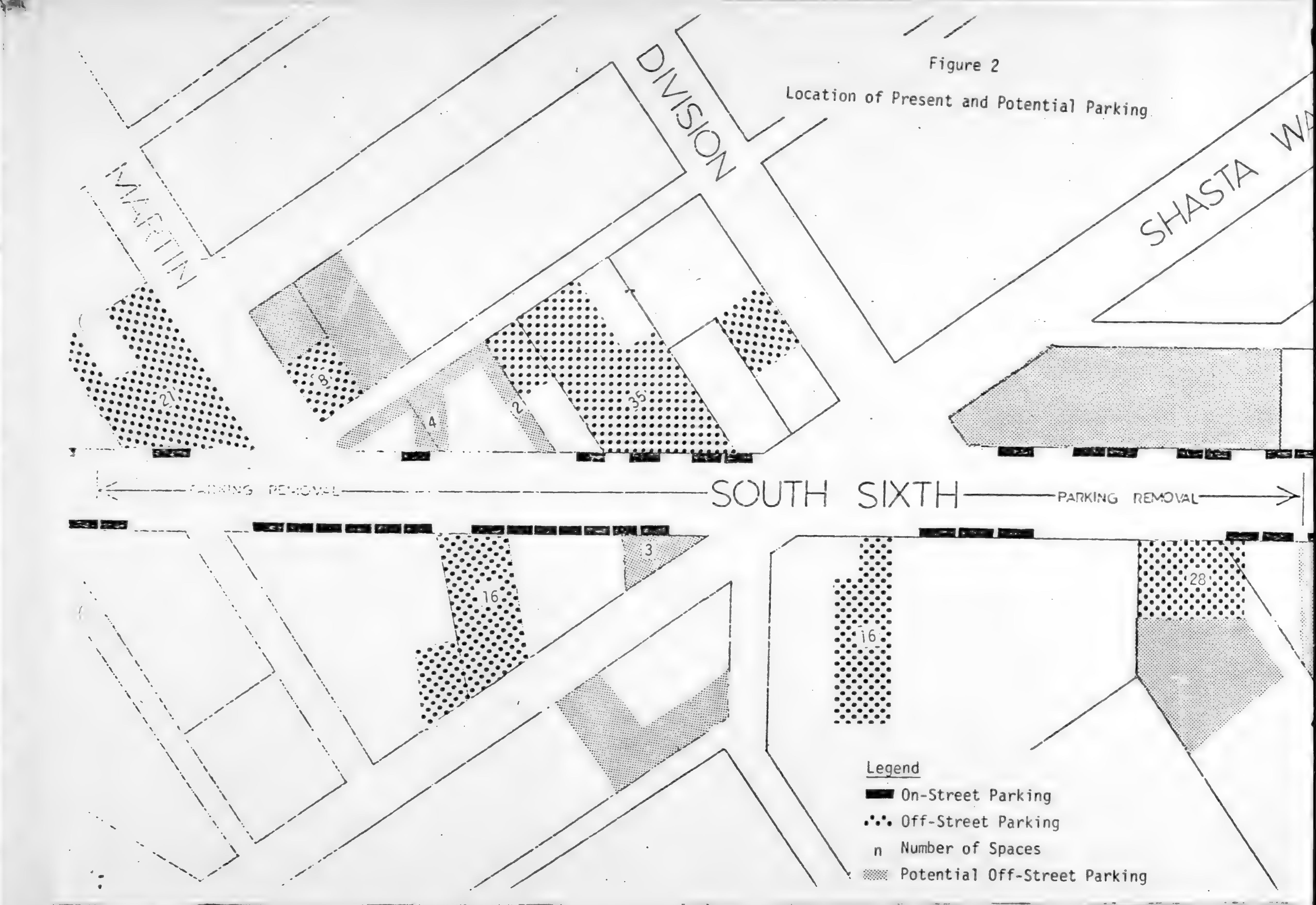

adair furniture
parking lot
tucker real estate
t. v. city
horn tax service
vacant lot
sine lumber company
sine lumber company & western auto store
parking lot
lucca cafe
barber shop
PARKING REMOVAL
SOUTH SIXTH
PARKING REMOVAL
parking lot
model cleaners
vacant lot
vacant bldg
vacant lot
state farm ins
h.r. block
parking lot
legal arts bldg
DIVISION
vacant lot
SHASTA WAY
sierra gun shop
hotel supply
plumbing shop

Figure 1
Names of Firms

Figure 2

Location of Present and Potential Parking


MARTIN
DIVISION
SHASTA WA
SOUTH SIXTH
PARKING REMOVAL
PARKING REMOVAL
21
8
4
2
35
3
16
16
28
Legend
▬ On-Street Parking
∴ Off-Street Parking
n Number of Spaces
▨ Potential Off-Street Parking

15171

[illegible] 7-4-1
[illegible]
[illegible]

December 3, 1976

The Honorable Gary Wilhelms
State Representative
3869 Madison
Klamath Falls, Oregon 97601

Dear Gary:

A search of the minutes of the Transportation Commission meetings indicate there was one delegation from Klamath County that appeared before the Commission in support of the Southside Bypass on December 18, 1975.

At the February 24, 1976, Commission meeting they approved programming $350,000 in preliminary engineering for the Southside Bypass in Klamath County. A draft agreement, No. 5919, between the State and the County has been completed. The draft agreement states that the County will do field surveying, preliminary engineering, obtain right-of-way and material sources, and be responsible for monitoring the progress of the project. The State shall monitor the work, assist the County in the review and processing of all environmental impact statements, review plans and specifications, review estimates and prepare final plans and contract documents.

Klamath County (Lyle Smith) has nearly completed negotiations for a consultant to do the environmental impact statement on the bypass. There are no significant problems related to the current preliminary engineering phase of this project as near as we can determine. There is, of course, the ultimate question of financing construction.

Attached for your information is a copy of the draft agreement, a copy of two pages of the December 18, 1975, Commission meeting minutes and a copy of a portion of the February 24, 1976, Commission meeting minutes in which preliminary engineering in the amount of $350,000 was approved for the Southside Bypass.

If I can be of any further assistance, please advise.

Sincerely,

F. B. Klaboe
Chief of Operations

Attachments

bc: H. S. Coulter E. S. Hunter
J. H. Versteeg Bob Hamilton
JHV:jh srb

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

November 30, 1976

FROM: J. H. Versteeg
Road Design Engineer

J H Versteeg

SUBJECT: Southside Bypass
FAS 959
Klamath County

TO: F. B. Klaboe
Chief of Operations

Rep Wilhelm

A search of the minutes of the Transportation Commission Meetings ~~and Cecil Head's records~~ indicate there was ~~only~~ one delegation from Klamath County that appeared before the Commission in support of the Southside Bypass. A ~ 12-18-75 ~~Klamath County delegation appeared before the Commission in the December 18, 1975, meeting. Mr. Bryant Williams, a member of the delegation, did mention that on August 14, 1975, a group meeting was held with Mr. Klaboe concerning the need for the Southside Bypass.~~

At the February 24, 1976, Commission Meeting they approved programming $350,000 in preliminary engineering for the Southside Bypass in Klamath County. A Draft Agreement No. 5919 between the State and the County has been completed. The Draft Agreement states that the County will do field surveying, preliminary engineering, obtain right-of-way and material sources, and be responsible for monitoring the progress of the project. The State shall monitor the work, assist the County in the review and processing of all environmental impact statements, review plans and specifications, review estimates and will prepare final plans and contract documents.

Klamath County (Lyle Smith) has about completed negotiations for a consultant to do the environmental impact statement on the Bypass. ~~Recently at a Klamath Falls Chamber of Commerce meeting there was considerable drum beating trying to generate public support for the Bypass. Their ultimate hang-up will be how to obtain the five million dollars for the construction of the project.~~ This Bypass is very important to the area and continued pressure can be expected from the Klamath Falls area to push this project along to construction and to find some sort of funding. There are no significant problems related to the current preliminary engineering phase of this project as near as we could determine. Can There is, of course the ultimate question of financing construction

Attached for your information is a copy of the Draft Agreement, a copy of two pages of the December 18, 1975, Commission Meeting and a copy of a portion of the February 24, 1976, Commission Meeting in which preliminary engineering in the amount of $350,000 was approved for the Southside Bypass.

2f 2c 6o a f a, p a

JHV:jh
Attachments

Commission Meeting Feb 24, 19[illegible] pages 1424, 1425

Attention was given to requests from Klamath, Morrow, Union, Washington, and Umatilla Counties for Federal-aid Secondary projects. Following Mr. Klaboe's recommendation, the Commission approved the requests and authorized the Administrator to sign the agreements when prepared.

County & FAS No.	Section and Description	Programmed Amount	State's Share (rounded)
Klamath 959	Hwy. 97-Washburn Way Sec., South Side By-Pass, P.E.	$ 350,000	$ 39,000
Morrow 25-101	Alpine-Nelson Rd.-Hwy. 207 Sec.	410,000	45,000
Umatilla 30-137	Brownell Ditch (Old River Rd.) Br.	36,000	4,000
Umatilla 30-137	Hermiston Ditch (Old River Rd.) Br.	72,000	8,000
Union 31-124	Catherine Cr. (Godley Ln.) Br.	94,000	10,000
Washington 960	McKay Cr. (W. Union Rd.) Br.	200,000	22,000
	TOTAL	$1,162,000	$128,000

Attention was given to a request from Wallowa County for cancellation of an Off System Project on the Enterprise-Land Fill Section of Ant Flat Road in Wallowa County. Mr. Klaboe said that due to critical timing for completion, the County constructed this section on their own and are now requesting the cancellation of the project. The Commission approved the cancellation as recommended by Mr. Klaboe.

Commission meeting Dec 18, 1975 = pages 1351, 1352

DELEGATION

10:45 a.m. D A delegation representing Klamath County appeared before the Commission to request a change in priorities in the Six Year Construction Program by deleting the improvement of the Malin Junction-Henley Section of Highway No. 39 (Klamath Falls-Malin Highway) in the Secondary Rural Program and committing these funds to the Southside Bypass, FAS No. 959. The following people were present: Bryant Williams, County Commissioner; Alvin Cheyne, Chairman, County Roads Advisory Committee; Lyle Smith, Director, Public Works; and Earl Kessler, Assistant County Engineer.

Bryant Williams mentioned that on August 14, 1975, a group met with Fred Klaboe and discussed the proposal that is being presented today. He thanked Mr. Klaboe and staff for their assistance concerning this matter.

Alvin Cheyne stated that in 1936 there was a study made on the road system within the suburban and City of Klamath Falls area to see what could be done to correct it. This survey called for another crossing on the Klamath River, but it was too costly. Another study was made in the 1940's by another firm with the same recommendations. He indicated that there are several north-south roads and one major east-west road (South Sixth Street). The only other east-west route is approximately five miles south. The County has looked at several other locations but could not handle due to the high cost of construction. Mr. Cheyne said the location that the County is recommending today is shown in red on the wall map and on the little handout map which is attached to the South Bypass Action Plan. (Copy on file in the Commission's files, Salem.) He said that this route is the only way that would remove log trucks and other commercial trucking off Main Street in downtown Klamath Falls. He said his group has met with the City, County, Chamber of Commerce, timber industry, mills, loggers, farmers, cattlemen, labor groups and others and all agree 100 percent to this plan.

Lyle Smith pointed out that the yellow line on the map is the proposed truck route which was adopted by a truck route committee. The truck route is an integral part of this whole unit and without the Southside Bypass it just won't work. He said that their group is proposing that the $3.9 million 1980 estimated cost on Highway 39 be transferred onto the westerly section of the Southside Bypass from Washburn Way to Highway 97. This is a direct connection with the interchange of 97 and 66 and then connects over to Highway 140 on the Orindale Road. The current estimated cost of this westerly leg from 97 to Washburn Way is $4.2 million, which includes the bridge over Klamath River, one railroad overpass and a truck route interchange. The 1980 escalated cost is $5.3 million which leaves the County shy $1.4 million. It is planned to use FAS-C Funds for this project. The Association of Oregon Counties recently approved a new formula distribution and now the counties can borrow ahead five years in advance and the deadline to commit these funds is 1978. He said the County is proposing to purchase all rights-of-way for the Bypass and the truck route just as soon as the Commission gives approval on transferring these funds. It is planned to finance all construction costs from Washburn Way to Highway 39 and will construct without Federal or State aid. The estimated cost of this section is $1.2 million and the County will begin construction in 1978 and complete by 1981.

Chairman Jackson informed the delegation that the Commission would have to defer the decision until February 1976 as the Federal Aid Highway Act containing Oregon's apportionment is expected to be passed by late February. The Chairman also stated that the Commission would cooperate with the County by recognizing their priorities.

10/26/76

Misc. Contracts and Agreements
No. 5919

PRELIMINARY ENGINEERING AGREEMENT
FAS-C PROJECT

THIS AGREEMENT, made and entered into by and between the STATE OF OREGON, by and through its Department of Transportation, Highway Division, hereinafter called "State"; and KLAMATH COUNTY, a political subdivision of the State of Oregon, by and through its Board of County Commissioners.

RECITALS

1. That certain public road known as the South Side Bypass is a county road under the jurisdiction and control of County. Said road has been designated as Federal Aid Secondary Highway No. B319.

2. Title 23, U.S.C., entitled "Highways", provides for among other things that Federal Aid Secondary funds, hereinafter called "FAS funds", shall be made available to the various states for the selection, construction and improvement of a Federal Aid Secondary Highway System. Said funds have been made available to the County, and include State and County matching funds in addition to federal funds.

3. By the authority granted in ORS 366, State and County may enter into agreements for construction, reconstruction, improvement or repair of any road, highway, street or bridge. Under said authority, State and County plan and propose to engage in a preliminary engineering project to conduct a field survey, prepare plans, specifications and estimates, and draft the necessary environmental documents to provide for the future construction of the Green Springs Junction-Washburn Way Section of the South Side Bypass, approximately as shown on the sketch attached hereto, marked Exhibit A, and by this reference made a part hereof. Said section of road is to be developed as a Federal Aid Secondary project under Title 23, U.S.C.

NOW, THEREFORE, it is agreed by and between the parties hereto as follows:

THINGS TO BE DONE BY STATE

1. State shall assign a liaison engineer to monitor the work for compliance with acceptable procedures, standards, specifications and related forms during development and prosecution of the project. All billings received from the County must be approved by the liaison engineer prior to submission to the Highway Division Finance Branch for payment.

2. State shall perform the necessary preliminary engineering to assist County in completion of the project which shall include, as a minimum, review and process all environmental impact statements, review and approve all preliminary plans, specifications and estimates submitted by County or their agent, and prepare final plans and contract documents.

3. All approved billings submitted by County for preliminary engineering and design work shall, in the first instance, be paid by State, and State shall submit all claims for federal participation to the Federal Highway Administration in the usual manner. Upon completion of the project, State shall furnish County with an itemized statement of actual total cost of the project.

THINGS TO BE DONE BY COUNTY

1. County, or their agent, shall conduct a field survey and perform all preliminary engineering.

2. County shall obtain the necessary right-of-way and material sources for construction of the project, and shall be responsible for the relocation and/or adjustment of any utility facilities that may be in conflict with the plans for the project.

3. County shall, immediately upon final approval and execution of this agreement, designate a liaison or contact person to be responsible for progress of the project and to receive, review, approve and forward to State all billings due the County, their agent or contractor.

4. Under the terms of the applicable federal aid program, the County may be reimbursed in the amount of 93 percent of the actual cost of preliminary engineering performed by County as a part of the project. The County shall not be reimbursed for costs incurred on any portion of the work declared not eligible for federal participation.

5. In the event that County engages the services of a consultant, County shall, prior to proceeding with any work, deposit with State a sum of money equal to 7 percent of the total estimated cost of the preliminary engineering work to be performed by the consultant. No work shall commence until a letter of authorization to proceed has been received from State.

6. County shall also deposit with State a sum of money equal to 7 percent of the total estimated cost of preliminary engineering work to be performed by State as a part of the project.

7. County shall enter into and execute this agreement during a duly authorized session of its Board of Commissioners.

GENERAL PROVISIONS

1. The parties hereto mutually agree and understand that State and County shall each contribute 50 percent of the difference between the actual total cost of the project and the amount contributed by the Federal Government, providing said cost does not exceed the FAS fund. County shall also contribute 100 percent of the amount by which the actual total cost exceeds the FAS fund, and 100 percent of any items in which federal funds do not participate. Nonparticipation of federal funds in any portion of the project occurs when federal rules and regulations exclude an item, or the available FAS funds are depleted.

2. The parties hereto agree and understand that they will comply with all applicable Federal and State statutes and regulations, including but not limited to Title 6, U.S.C., Civil Rights Act; Title 18, U.S.C., Anti-Kickback Act; Title 23, U.S.C., Federal Aid Highway Act; and Titles 2 and 3 of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

3. The parties hereto expressly agree to maintain all books, documents, papers, accounting records and other evidence pertaining to costs incurred and to make such materials available at their respective offices at all reasonable times during the contract period and for three years from the date of final payment under the contract, for inspection by the State, Federal Highway Administration or any authorized representatives of the Federal Government, and copies thereof shall be furnished if requested.

4. Should it become necessary to delay or terminate the project as a result of actions initiated by a third party, all costs shall be shared equally by State and County.

IN WITNESS WHEREOF, the parties hereto have subscribed their names and affixed their seals as of the day and year hereinafter written.

This agreement was approved by the Oregon Transportation Commission on February 24, 1976, at which time the State Highway Engineer was authorized and directed to sign said agreement for and on behalf of the Commission. Said authority is set forth in Volume ______, Page ______, Minute Book of the Oregon Transportation Commission.

APPROVED

____
Assistant State Highway Engineer

ATTEST

____
County Clerk

STATE OF OREGON, by and through its
Department of Transportation
Highway Division

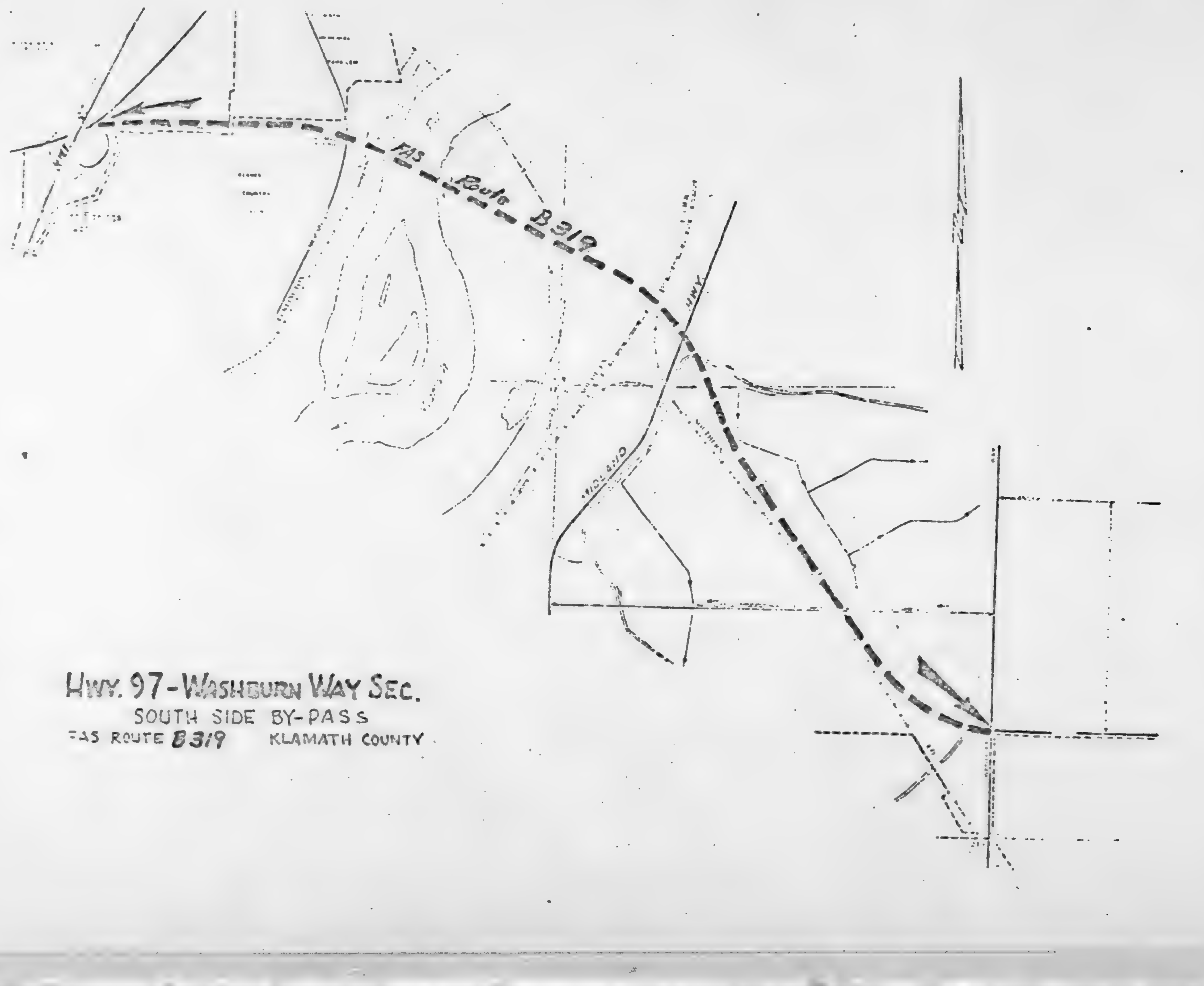
____
State Highway Engineer
Date ______________________________

KLAMATH COUNTY, by and through its
Board of Commissioners

By ______________________________
Chairman

By ______________________________
Commissioner

By ______________________________
Commissioner


FAS Route B319
HWY.
MIDLAND

HWY. 97-WASHBURN WAY SEC.
SOUTH SIDE BY-PASS
FAS ROUTE B319 KLAMATH COUNTY

11-11-76 7-4-1 K. Falls

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. *RS-B 319(1)

STATE PROJECT NO. See below

FROM:
G. L. Green, Div. Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. RS-111

COUNTY NAME Klamath

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 17 '76
REFER TO Rulien
FOR

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 10-30-76

FEDERAL ROUTE NUMBER Secondary B319

STATE ROUTE NUMBER County Road

GENERAL LOCATION:
"Washburn Way-Green Springs Jct."

GENERAL DESCRIPTION OF WORK:
*Federal-aid project number change due to realignment of system.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (*Specify*) Program Change
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 10-30-76 memorandum, fiscal and administrative documents have been changed to reflect the new project number RS-B319(1). (Old Project No. RS-614(1)

DATE 11-11-76

SIGNATURE OF APPROVING OFFICIAL

TITLE DIvision Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-856

[illegible] 7-11-9

[illegible]

~~PRO 6-2~~

October 30, 1976

TO: G. L. Green, Division Administrator
Federal Highway Administration

INAL SIGNED BY
D. E. SWAN

FROM: L. W. Rulien
Program Management Engineer

SUBJECT: Minor Program Change
Item No. RS-111
Washburn Way-Green Springs Jct. Section
Project No. RS-614(1), Federal Aid Route 959

We hereby request your approval of a minor program change on the subject project to change the project number to RS-B319(1) and the federal aid route to B319. This change is necessary to correspond with the approved system realignment and renumbering of the federal aid routes statewide.

CL:dpy

cc: D. E. Swan
H. Reynoldson

K. Falls

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
October 26, 1976

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: S. 6th-E. Side Bypass (Klamath Falls)
FAUS 2298
Klamath County

TO: MEMO TO THE FILES

The status of the subject project was discussed with Mr. George Wills of the Location Section on Friday, October 22, 1976, and Mr. Sandmann, Regional Construction Engineer on October 26, 1976.

The project is presently in the Location Section awaiting the outcome of a joint OSHD-Klamath Falls study pertaining to the removal of parking to add channelization on S. 6th St. at Shasta. The study is looking into the economic impact of the parking removal.

The businesses located along S. 6th are not in agreement with the City's proposal to eliminate the parking.

It will probably be the first of December before the study is complete, agreement on parking reached, and project forwarded to design.

Several parcels of right-of-way are required and it is estimated that 6 months will be required to clear them for contracting.

Approximately 3 months design time will be required. It is anticipated that the above status will delay the project past the presently scheduled May '77 letting date to the June or July letting.

1 Versteeg ✓
2 Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
OCT 27 1976
ROAD
DESIGN
SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To.
Bring Up ____/____
Other ________

DOC:az
cc: F. E. Terpin
E. S. Hunter

STATE OF OREGON **INTEROFFICE MEMO**

[illegible]

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: October 13, 1976

FROM: for L. W. Julien
Program Management Engineer

SUBJECT: PROJECT RE-ASSESSMENT
S. Sixth St.-E. Side Bypass
(FAUS 2298)
Klamath Falls

Versteeg
Olson
Chr[illegible]
Scott
Swenson
Savage
[✓ Trout]

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Other

Attached for your information is a re-assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
B. L. Gifford
Region 4: C. M. Williams
District 11: J. L. Gunter
Region 4 Geologist: Rolland VanCleave

APPROVED
EH
DEPUTY STATE HIGHWAY ENGINEER
Date 10-15-76

RECEIVED
STATE HWY ENGR
OCT 15 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: Sept. 13, 1976

In reply refer to: 1041B.4

SUBJECT: Project Re-Assessment
S. Sixth St.-E. Side Bypass
(FAUS 2298)
Klamath Falls

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project reassessment submitted with Mr. Rulien's August 26, 1976, memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

G. K. Horner
for G. L. Green

PROJECT MANAGEMENT
SEP 16 '76
REFER TO: Ben G
FOR
Info
Investigate
R/D
Action
File
Letter
See me

BEN GIFFORD

RECEIVED
STATE HWY ENGR
SEP 16 '76
REFER TO
Rulien
FOR
Info | Inves | R/D | D/R | Sign | Act | File ✓

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

August 10, 1976

Salem, OR 97310

FROM: Gary A. Potter, Manager
Environmental Section

TO: L. W. Rulien
Program Management Engineer

SUBJECT: Project Re-Assessment
S. Sixth St.-E. Side Bypass
(FAUS 2298)
Klamath Falls
Klamath County, Oregon

The Project Assessment for this project was approved by the FHWA on July 14, 1975, and by OSHD Administration on July 17, 1975. The project was classified as Category 3, Non-Major. Recent developments require amending the Project Assessment.

It has been determined that a new signal (not previously included in original proposal) must be included in the project at the intersection of Shasta Way and South Sixth Street. This intersection meets warrants for a signal under present conditions. The planned improvements to Shasta Way should increase traffic and will necessitate concurrent installation of the signal. It is the position of OSHD Region and headquarters staff that the safety issue is critical enough to prevent State and Federal participation in the project unless a signal is installed.

Installation of a signal at the intersection of South Sixth Street and Shasta Way would require removal of on street parking along South Sixth Street for a minimum distance of 566 feet on the west side of the light, and 270 feet on the east side of the light. Also, the City of Klamath Falls has proposed an expanded project which would remove parking on South Sixth Street from the railroad overcrossing east to Washburn Way.

The removal of parking is being proposed in order to provide room for a continuous left-turn refuge for both directions of traffic along this section of South Sixth Street.

Presently, the traffic volume along this section approaches 100 percent of design capacity several times each day. Vehicles turning left into businesses or onto Shasta Way impede traffic in the inner lanes. Vehicles attempting to park or to leave parking spaces impede traffic in the outer lanes.

The capacity of South Sixth Street here is 1180 vehicles per hour. Peak hour traffic reached 1030 vehicles per hour during February, 1976. The installation of a signal and a left-turn refuge at the Shasta Way intersection will increase the capacity of South Sixth to 2150 vehicles per hour. A continuous left-turn lane would increase capacity still further though not as significantly.

BEN GIFFORD

PROJECT MANAGEMENT
AUG 11 76
REFER
FOR
Info
Investigate
R/D
Action
File
See me

The removal of parking from city streets is sometimes a controversial topic, particularly in areas of small businesses. At this time, some opposition to the removal of parking on South Sixth Street has been expressed. Nearly two-thirds (62.5%) of the area between the railroad overcrossing and Washburn Way is presently unavailable for parking. However considerable off or side street parking is available, and more could be developed in some locations.

Approximately 39 potential* parking spaces on the north side and 48 potential spaces on the south side of Sixth Street are proposed for removal. At the time of field investigations (during mid-day and mid-week), the north side of the street was very lightly used for parking. There was more use of on street parking on the south side of the street. This is attributed to the greater concentrations of small businesses and safer, wider widths of parking spaces along this side of the street. No more than 20 cars could be counted using south side on street parking at any one time.

Replacement parking for parking spaces removed is not being proposed since in almost all cases ample alternative parking, either off street, side street, or back street parking is available at reasonable distances from those businesses affected. An off-setting factor to the loss of on street parking is the increased safety and improved access which the proposal would bring to this section of Sixth Street.

An informal presentation of three project alternates was made to the Klamath Falls City Council on June 21. The three alternates were: (1) Improving Shasta Way, installing a signal at South Sixth Street, and removing the minimum amount of parking necessary; (2) The same, except for removing parking from the RR overcrossing to Washburn Way and stripping a continuous left-turn lane; (3) No-build. The reaction of the City Council was mixed. The merit of a continuous left-turn lane was noted, as was the probable opposition of local businessmen. Several informal comments were made to the effect that "I don't stop there because it is too dangerous to make a left turn" and "I don't park along the street there because you can never get out again." The consensus was that the three alternatives should be presented to the public by the City at an informational and at a formal hearing. The hearings will be held in Klamath Falls on August 9.

The design capacity in the area in question is presently being approached, and the safety of the highway user is becoming critical. Parking has been allowed in this area only until such time as the space was needed for other purposes. The highest and best use of the highway dictates that parking no longer be allowed.

*The term potential is used since spaces were not demarked by stripping.

Considering the above, it has been determined that the proposed modifications to the subject project would not significantly affect the quality of the human environment and it is recommended that the existing project classification of a Category III, Non-Major be maintained.

FHWA concurrence to this recommendation should be requested.

GAP:ss

cc: C. M. Williams

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 14, 1975

In reply refer to: 1041EC.1

SUBJECT: Oregon Project M-2298(-)
S. 6th St.-E. Side Bypass
Klamath County
Project Assessment

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's June 12, 1975 letter has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

As is indicated in the assessment, the project is not anticipated to alter the basis access to nor materially change the character of the area. However, due to the large number of abutting property owners who will be affected as a result of the project we recommend that the opportunity for a public hearing be afforded.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)

RECEIVED
STATE HWY ENGR
JUL 15 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

7-16-75
L. W. Rulien - Please handle.

PROJECT MANAGEMENT SECTION

ROUTING	ACTION	INFO
M. P. ENGINEER		
DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY		
FEDERAL AID		
INVENTORY-NEEDS		
MILEAGE CONTROL		
PROJ. & SCHEDULE		

REMARKS:

JUL 16 1975

[illegible]

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date May 2, 1975

A. PROJECT IDENTIFICATION

Name of Project South 6th. Street - East Side Bypass (Section) M-2298 (-)

Location of Project City/County Street. (Highway Name) FAUS 2298 Shasta Way (Highway No., US - ORE)

Klamath Falls (City) Klamath (County) IV (Region)

Program FAUS (Funding) $610,000. (Estimated Cost) 318-1910 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: Up-grade the existing City/County street section to FAUS standards, to increase capacity and safety, and to improve traffic flow.

Origin and History: City/County FAUS Agreement, selected from the Urban Area Priority List (#2). Project approved by the State Transportation Commission on January 22, 1975.

C. DESCRIPTION OF PROJECT

Length 1.0 miles

Termini From M.P. 1.75 on the Klamath Falls-Lakeview Highway, along Shasta Way to M.P. x2.88 on the Klamath Falls-Malin Highway.

Alignment ☐ New ☒ Existing ☐ Combined

CATEGORY 3 PROJECT

NON-MAJOR

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) It is not anticipated that any additional right-of-way will be required.

Typical Section Two travel lanes with curbs, a sidewalk on the north side and a bikepath on the south side..

Structures One existing structure over the U.S.B.R. Canal will be widened by Klamath County.

Characteristics (ADT) ADT = 7,000 (1971). Percentage of trucks approximately 8%; speeds 25-30 MPH.

Other General Information (or Supplemental information to items) A left and right turn refuge will be incorporated within the typical section. Surfacing materials will be from a commercial source. (See page 2-1 for accident information.) Standard specifications will apply.

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Will be taken into consideration during location, but no major changes are contemplated or expected. A wider facility would require additional right-of-way, with attendant social and economic impacts.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type ________ Tentative Date(s) ________

A-95 Review: ☒ Not Required ☐ Required

ACCIDENT INFORMATION
(#'s of Accidents)

Intersection		Year	
	1972	1973	1974
Shasta - S. 6th.	2	0	3
Shasta - Washburn	3	0	4
Shasta - Avalon	1	5	4
Shasta - Austin	1	1	4

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) The project is on flat land that was once the bed of an ancient lake. Soils are primarily water-deposited tuffaceous sediments. Natural drainage is poor, and no permanent watercourses cross the project area. Little, if any, of the natural vegetation remains, due to man's occupance. The altitude of the land here is about 4100 above msl. Average annual rainfall is 14 inches. The January mean minimum temperature is approximately 20.5 degrees, and the July mean maximum is around 85 degrees.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) Land use in the area is mixed residential-commercial, with slow but steady movement toward increasing commercial usage. Noise levels are moderate, derived mainly from traffic. There is no industrial development adjacent to the project. A National Guard Armory is located on the north side of the western section of Shasta Way. Air quality is moderate. Power and phone lines will be affected, but will be accomodated within the existing right-of-way. A structure over a Klamath Irrigation District canal will have to be rebuilt. Speed limits are 25 MPH from South 6th. Street to Washburn, and 30 MPH from Washburn to Alameda. Delays are commonly experienced in the Washburn-Alameda section, due primarily to traffic waiting to make left turns.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

No requirements for new right-of-way are anticipated.

Consequences:

2. Estimated Changes in Traffic Patterns:

Minor

Consequences: Basic pattern of flow will not change, but the continuous left-turn lane will decrease the number and duration of the delays. The short-term effects of this should be to lower traffic-generated noise levels and improve air quality, due to a smoother, more rapid flow of traffic. The long term effects could be just the opposite, if actual traffic volumes increase significantly.

3. Estimated Changes in Land Use:

Possible minor indirect changes. No new land will be converted to transportation uses.

Consequences: Conversion of some lands from vacant or residential to commercial could be speeded by this project: the improved access may make the area more attractive to commercial developers, but 'not to the degree where it could be considered significant.

4. Expected Adverse Effects on Natural Ecological Resources:

No adverse effects are anticipated. No new land will be required, and the area is largely developed already.

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

Minor

Consequences:

No scenic resources will be impacted, but the nearest travel lane will move 8 - 10 feet closer to residences so traffic-generated noise levels would be expected to rise slightly. The distance from the travel lane to the nearest residence is 25' in the South 6th Street-Washburn section, and 50' in the Washburn-Alameda section. However, the improved capacity and smoother flow of traffic will tend to compensate for noise producing vehicles moving closer to receptors.

6. Preliminary Identification of Areas of Critical Environmental Concern:

No areas of environmental concern have been identified or are forseen.

7. Potential for Controversial Issues:

No controversy is apparent or expected

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION - As indicated

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer		XX	
Air Quality Engineer	XX		
Cultural Geographer			
Urban Planner	XX		
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

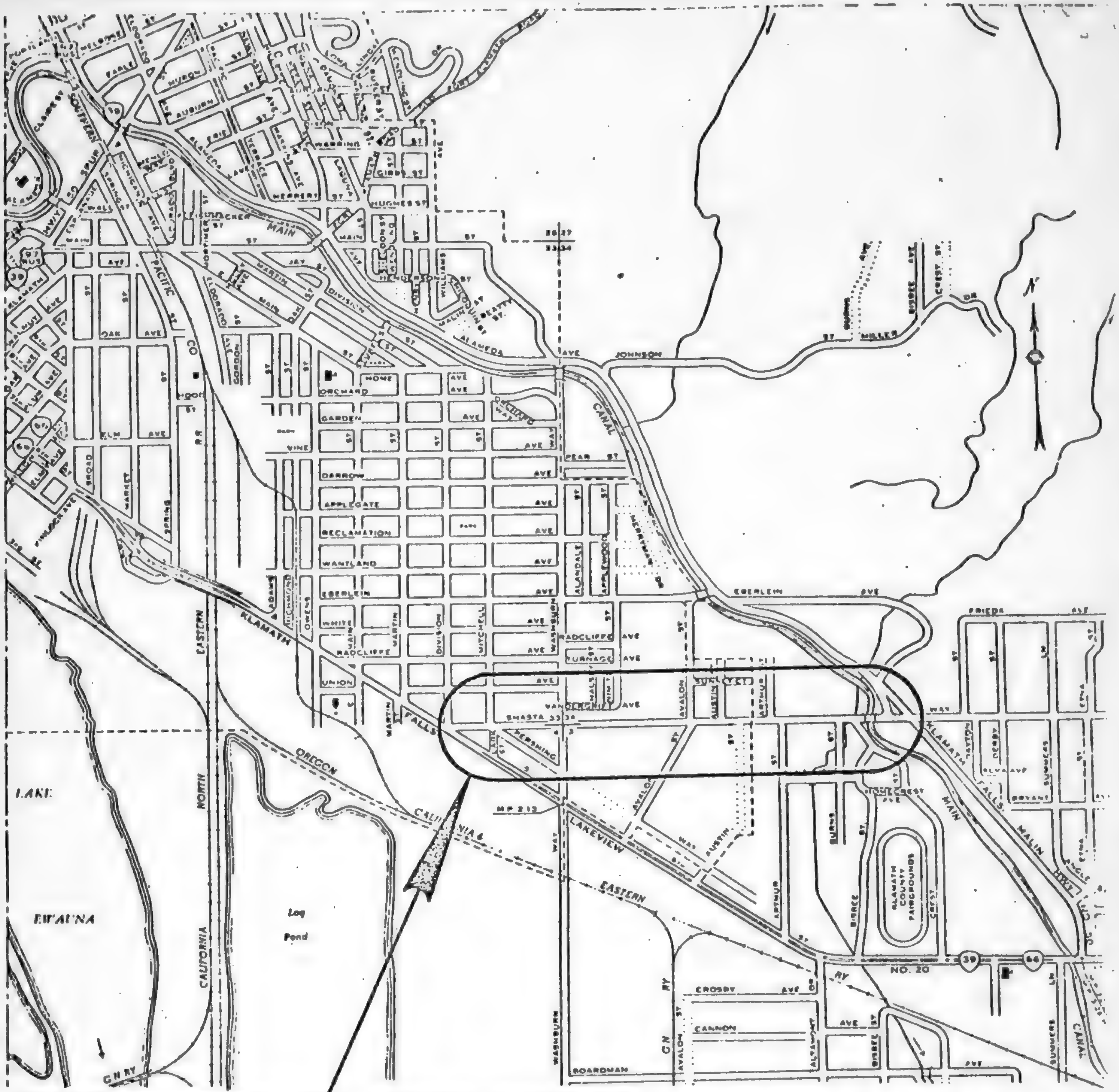
MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS

☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Other ______________________

This project is deemed a Non-Major Action.


MAIN
PACIFIC
ALAMEDA
AVE
JOHNSON
CANAL
HOME
ORCHARD
GARDEN
VINE
PEAR ST
DERROW
APPLEGATE
RECLAMATION
WANTLAND
EBERLEIN
EBERLEIN AVE
WHITE
RADCLIFFE
RADCLIFFE AVE
FURNACE AVE
UNION
VANDENBERG AVE
SHASTA 33 34
PERSHING
ALANDALE
APPLEWOOD
AVALON
AUSTIN
ARTHUR
FRIEDA AVE
KLAMATH FALLS MALIN HWY
MAIN
DERBY
BRYANT
SUMMERS
LAKEVIEW
EASTERN
OREGON
CALIFORNIA &
NORTH
EASTERN
KLAMATH
FALLS
MARTIN
LAKE
EWAUNA
Log Pond
CALIFORNIA
G.N. RY
KLAMATH COUNTY FAIRGROUNDS
NO. 20
39
66
CROSBY AVE
CANNON
BOARDMAN
WASHBURN
AVALON ST
ALTAMONT
BISBEE
BURNS
CREST
MP 213
ELM AVE
OAK AVE
SPRING
MARKET
BROAD
HOOD
R.R.
N

PROPOSED F. A. URBAN
SYSTEM PROJECT

KLAMATH FALLS
KLAMATH COUNTY, OREGON

CITY OF KLAMATH FALLS, OREGON

226 SO. FIFTH STREET
ZIP CODE 97601

TELEPHONE 884-3161
AREA CODE 503

October 5, 1976

ROE RE RME RCB FAE
RTE RECEIVED ENV
RUE OCT [illegible] 1976 RDE
RFO REGION 4 RBE
ASSIGNED__________

Mr. Robert A. Sandmann,
Regional Construction Engineer
Oregon State Highway Division
P.O. Box 1249
Bend, Oregon 97701

SUBJECT: Shasta Way - South Sixth to Eastside Bypass (F.A.U. 2298)

Dear Robert:

On August 9, 1976 the Common Council of the City of Klamath Falls conducted a hearing for the improvement of Shasta Way between South Sixth St. and the Eastside Bypass. At the same time the proposal included eliminating parking on South Sixth Street between Washburn Way and Adams St. A copy of the hearing minutes for the proposed improvements were mailed to your office during the week of September 6th.

On August 30th this office mailed to each City Councilman, the Mayor and City Manager a copy of the minutes of the hearing for their review prior to the September 20th Council meeting so Council could make a recommendation to the State for the proposed improvements. A noon study session was held Sept. 20th, at which time yourself and other State staff were present to add more input and to answer questions from the City Council prior to their Monday night Council meeting.

At the regularly scheduled September 20th Council meeting, the City of Klamath Falls City Council elected to improve Shasta Way from the Eastside Bypass to South Sixth Street and to eliminate that parking required to accommodate the signalization for the Shasta-South Sixth St. intersection and the left turn lane at the subject intersection.

A letter from Mr. Carl W. Williams indicates the State Highway Division may remove parking at some future date. At such time this is initiated, has the State considered some type of snow protective shield or barrier adjacent to the sidewalk to protect the pedestrians from the spray of slush. I understand in the snow zone of the Midwest and East there is a method to protect the pedestrians when a traffic lane does not have sufficient shy distance adjacent to a sidewalk. Something to perhaps consider at that point in time.

SISTER CITY
ROTORUA, NEW ZEALAND

The City has received copies of letters from the Klamath Bicycle Trail Committee and Klamath County Board of Commissioners on removing the bike path from the sidewalk and reducing the width.

The City of Klamath Falls would concur with Klamath County in that if added width causes any design problems the original width be maintained and the two (2) feet deleted.

It has been a pleasure working with the State staff from Bend as well as your local office in preparing this project for presentation to the City Council and the general public. I look forward to working with the Department on future projects within the Klamath Basin. As you have asked, the following enclosures are submitted:

1. Petition submitted by Mr. Granados
2. Map presented to Council by Mr. Fred Tucker
3. Movie film taken by Lindstrom
4. Transparencies used showing Shasta/S.Sixth intersection and proposed sections along Shasta Way
5. Council minutes of Sept. 20, 1976 meeting
6. Letter from Klamath Bicycle Trail Committee
7. Letter from Klamath County Board of Commissioners

Sincerely,

Larry Lindstrom

Larry Lindstrom, P.E.
Director of Public Works

LL:cf

Enclosures

cc: Mayor
City Manager
Lyle Smith
John Gunter

BOARD OF COUNTY COMMISSIONERS

KLAMATH COUNTY OREGON

COUNTY COURTHOUSE -:- KLAMATH FALLS, OREGON 97601

September 27, 1976

Mr. John Gunter
Oregon State Highway Division
2557 Altamont Drive
Klamath Falls, OR 97601

REF: SHASTA WAY

Dear Mr. Gunter:

We have received a copy of the letter to you from the Klamath Bicycle Trail Committee.

We agree to removing the bicycle path from the sidewalk and reducing its width to five (5) feet. If the additional pavement width causes any design problems we would prefer that the original width be maintained and the two (2) feet be simply reduced from the proposed seven (7) foot sidewalk width.

Sincerely yours,

BOARD OF COUNTY COMMISSIONERS

Raymond P. Thorne
Raymond P. Thorne, Chairman

Bryant Williams
Bryant Williams, Commissioner

Lloyd Gift
Lloyd Gift, Commissioner

cc: Larry Lindstrom

[illegible]ED
[illegible] YSKAL

September 27, 1976

Mr. John Gunter
Oregon State Highway Division
2557 Altamont Drive
Klamath Falls, OR 97601

REF: SHASTA WAY

Dear Mr. Gunter:

The Klamath Bicycle Trails Committee does not wish to have a bicycle path on the sidewalk of this proposed project as planned. We suggest that a five (5) foot sidewalk be installed on the south side of the street to the same standard as planned on the north side and that the extra two (2) feet gained be added to the paved section.

We will appreciate your consideration in forwarding this information to the proper unit within your organization.

Very truly yours,

Javie F. Granados

Javie Granados, Chairman
Klamath Bicycle
Trail Committee

JG:mt
cc: Board of Commissioner
Larry Lindstrom

7-4-1

FORM K-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

file

DATE September 28, 1976

TO C. M. Williams
Region Engineer

FROM H. S. Coulter
State Highway Engineer

SUBJECT Environmental Statement
South Side Bypass
Klamath Falls

In response to your July 30 letter concerning this environmental statement, I reaffirm the advice given that it will be 18 to 24 months before we could undertake the necessary environmental work.

The Environmental Section is presently committed to ongoing work for the State Transportation Plan and for the approved Six-Year Program. Further, the Action Plan states that where local officials have primary jurisdiction, various activities will be performed by local officials in place of the Highway Division.

We will assist in the processing of all related requirements through to FHWA, including the EIS. However, we simply do not have the resources and manpower to begin the EIS work on this Category 1 project now without jeopardizing important projects in our priority program.

GAP:ss ia

cc E. S. Hunter
R. L. Schroeder
G. A. Potter

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Bend, Oregon 97701
July 30, 1976

FILE: LOC 17
18-1920

FROM: Carl M. Williams
Regional Engineer

Carl M Williams

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Environmental Statement
South Side Bypass
Klamath Falls

These people wish to proceed with this project. Some months ago, we asked Salem if we could do the Impact Statement on the South Side Bypass. Salem said then that we could not begin for 18 or 24 months.

Klamath County is very unhappy at this turn of events and do not wish to go to a consultant. The County wishes to hire us to do this statement.

I would recommend that we accept this job in light of the low volume of our own work. It would be politically fruitful and we need the work.

CMW:mr

Potter
Please R/D.
ESH

RECEIVED
AUG 2 1976
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
AUG 2 '76
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

DEPARTMENT OF THE ARMY
SAN FRANCISCO DISTRICT, CORPS OF ENGINEERS
211 MAIN STREET
SAN FRANCISCO, CALIFORNIA 94105

NOTED
E. S. HUNTER

August 26, 1976
Washburn Way-Green Springs Jct.
FAS 959, S. side Bypass Klamath Falls
Klamath County

2 0 AUG 1976

SPNCO-R
No. 11151-22

cc: G. L. Green, FHWA
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
Walt Hart
G. N. Hopkins, Co-City
B. L. Gifford
D. E. Swan
Carl M. Williams
J. L. Gunter
Aeronautics Division

RECEIVED
STATE HWY ENGR
AUG 26 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Oregon State Highway Division
Attn: Mr. George Hopkins
Asst. Project Management Engineer
Highway Building
Salem, Oregon 97310

Dear Mr. Hopkins:

This is in reference to your proposed construction of a 2.70-mile highway, FAS 959, from Green Springs Junction to Washburn Way, to bypass Klamath Falls on the south side, in Klamath County, Oregon.

We have reviewed a copy of your "Project Assessment (or Request)," dated 23 March 1976, forwarded to us by the Portland District of the Corps of Engineers. Page 2 of this document recites that your project would "require the filling in of some small ponds east of Lake Ewana." "Lake Ewana" is actually a part of that sector of the Klamath River situated above the River's head of navigation and said ponds constitute freshwater wetlands which are contiguous or adjacent thereto.

Hence, your project proposal falls under Phase II of our Section 404 program, in which the Corps was to exercise its jurisdiction to regulate the discharges of dredged or fill material into freshwater wetlands contiguous or adjacent to primary tributaries. However, on 2 July 1976, President Ford directed the Secretary of the Army to defer for sixty days implementation of Phase II pending Senate action on a bill recently passed in the House of Representatives which would alter the Corps' Section 404 jurisdiction. Therefore, a Department of the Army (DOA) permit will not be required for your project if it is completed before 1 September 1976. If it cannot be completed before this date, a DOA permit may be required, depending on what form Senate action on said House bill takes. It is also possible that this proposed construction will be covered by the general permit contemplated by the Portland District. If this general permit for Oregon State Highway Division activities is issued before this project is started, then this project may not require separate authorization.

FOR
Info
Investigate
R/D
✓ Action
File
Letter
See me
REFER TO Ben
AUG 23 '76
PROJECT MANAGEMENT

BEN GIFFORD
4-23-76

SPNCO-R
Mr. George Hopkins

All proposed discharges of dredged or fill material into "navigable waters" require authorization by the Corps of Engineers under Section 404 of the Federal Water Pollution Control Act Amendments of 1972 (PL 92-500, 86 Stat. 816). "Navigable waters" include, but are not limited to, all coastal waters, rivers, lakes, wetlands, and similar areas that are contiguous or adjacent to other navigable waters, and to all tributaries of "navigable waters of the United States." Inclosed is a drawing illustrating the extent and phases of implementation for the expanded Section 404 jurisdiction.

Application for Corps authorization should be made to this office using the application form in the inclosed pamphlet. The application must include plans showing the location, extent and character of the proposed work and/or structure, prepared in accordance with the requirements contained in this pamphlet.

It should be noted in planning your work that upon receipt of a properly completed application and plans, this office is required to advertise the proposed work by the issuance of a public notice for a period of 30 days.

If you have any questions please write or call Mr. Craig Young of our Regulatory Functions Branch (telephone 415-556-5966). In reply please refer to Klamath River-24 (11151-22).

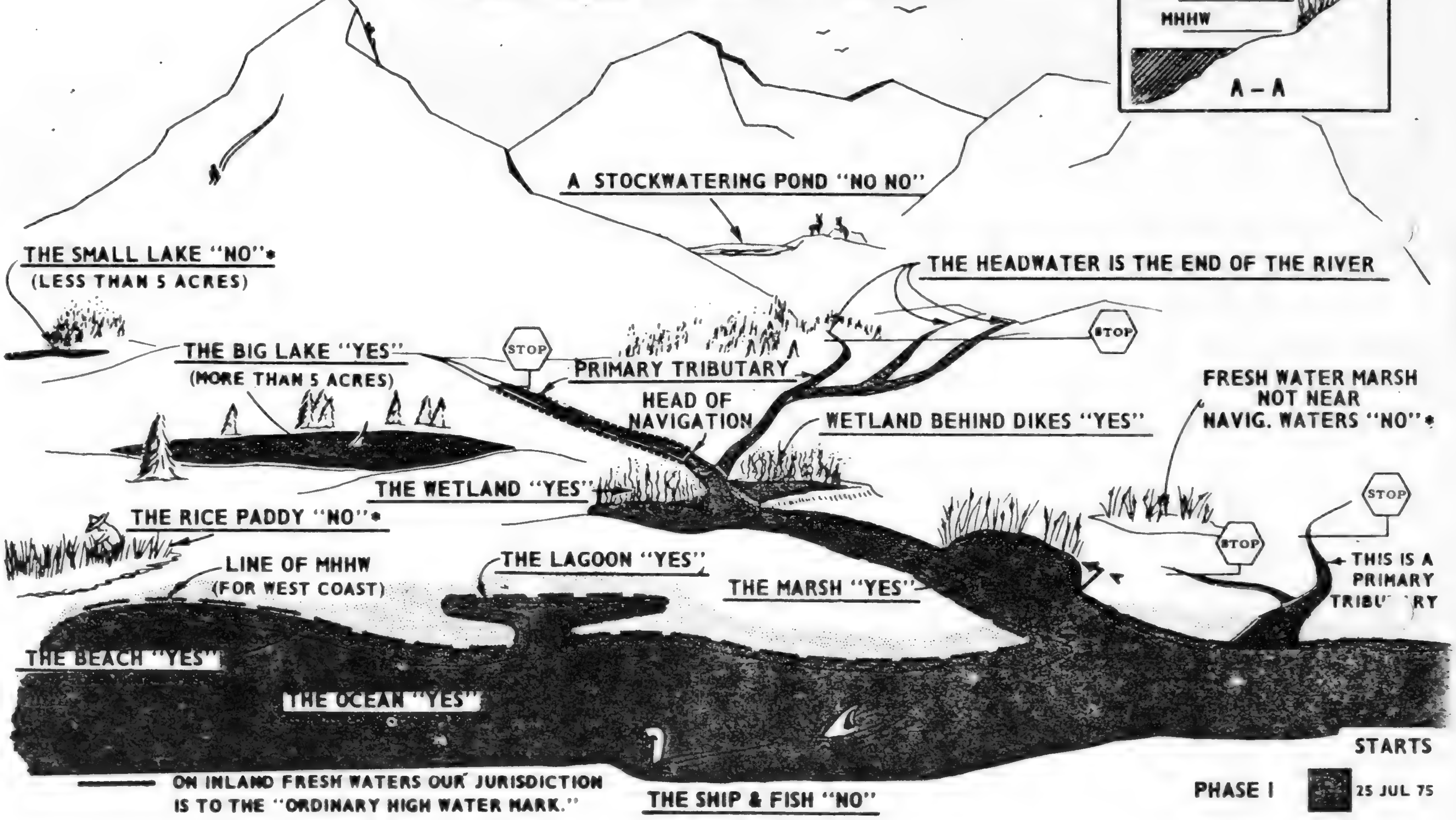
Sincerely yours,

Jack E. Farless

JACK E. FARLESS, Assistant Chief
Construction-Operations Division

2 Inclosures
As stated

JURISDICTION WITHIN THE SCOPE OF THE SECTION 404 PERMIT PROGRAM (FED. REGISTER 25 JULY 1975)


VEGETATION LINE
MHHW
A – A
A STOCKWATERING POND "NO NO"
THE SMALL LAKE "NO"*
(LESS THAN 5 ACRES)
THE HEADWATER IS THE END OF THE RIVER
STOP
THE BIG LAKE "YES"
(MORE THAN 5 ACRES)
STOP
PRIMARY TRIBUTARY
HEAD OF NAVIGATION
WETLAND BEHIND DIKES "YES"
FRESH WATER MARSH NOT NEAR NAVIG. WATERS "NO"*
THE WETLAND "YES"
STOP
THE RICE PADDY "NO"*
STOP
LINE OF MHHW
(FOR WEST COAST)
THE LAGOON "YES"
THE MARSH "YES"
THIS IS A PRIMARY TRIBU RY
THE BEACH "YES"
THE OCEAN "YES"
THE SHIP & FISH "NO"

	STARTS
PHASE I	25 JUL 75
PHASE II	1 JUL 76
PHASE III	1 JUL 77

—— ON INLAND FRESH WATERS OUR JURISDICTION IS TO THE "ORDINARY HIGH WATER MARK."

* UNLESS THE DISTRICT ENGINEER FINDS IT NECESSARY FOR THE PROTECTION OF WATER QUALITY (d) (2) (i) (A), FED. REG. 25 JULY 1975

STOP JURISDICTION ENDS IF THE NORMAL FLOW IS LESS THAN 5 CUBIC FEET PER SECOND

REVISED OCTOBER 1975

AN EQUAL OPPORTUNITY EMPLOYER

EXECUTIVE DEPARTMENT

INTERGOVERNMENTAL RELATIONS DIVISION

240 COTTAGE STREET S.E. • • • • SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

STAFFORD HANSELL
Director

PROJECT MANAGEMENT
JUL 06 '76
REFER TO
FOR
Info
Investigate
R-D
Action
File
Letter
Sign me

July 6, 1976
Washburn Way - Green Springs Junction
FAS 959, S. side Bypass Klamath Falls
Klamath County

G. L. Green, FHWA
H. S. Coulter
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
Walt Hart
G. N. Hopkins, Co-City
B. L. Gifford
D. E. Swan

July 2, 1976

Carl M. Williams
J. L. Gunter
Aeronautics Division

L. W. Rulien
State Highway Division
State Highway Building
Salem, OR 97310

Dear Mr. Rulien:

Re: Washburn Way - Green Springs Junction, PNRS #7604 2 1620

The State Clearinghouse has received additional comments regarding your project from the Department of Environmental Quality subsequent to issuance of the original sign-off letter of May 26, 1976. DEQ comments as follows:

> *WE ARE INTERESTED IN THE PROPOSAL BUT REQUIRE MORE INFORMATION TO EVALUATE IT.*

Please contact John Hector, Noise Division, DEQ, 1234 SW Morrison Street, Portland, OR 97205 (229-5989) and work with him in making available the information he may need to complete his review of your project.

A copy of this letter should be forwarded to the federal funding agency as required by OMB A-95.

Sincerely,

William H. Young
Administrator

WHY:llh

RECEIVED
STATE HWY ENGR
JUL 7 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
JUL 14 1976
Office of
Assistant State Highway Engineer

BEN GIFFORD
7-23-76

Tra 7-4-1
K. Falls

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Bend, Oregon 97701
June 30, 1976

NOTED
H. S. COULTER

FILE: ~~TRA 16~~ 13

John E. Holcomb

FROM: John E. Holcomb
Regional Traffic/Utility Engineer

SUBJECT: Klamath Falls CBD
Revised Couplet System

TO: Memo to the Files

Tuesday, June 29, 1976, Carl Williams, L. E. George, and I discussed the subject project. We agreed to the following:

1. An engineering study will take about six months. A full engineering report will be sent to the City by January 1, 1977.
2. Classification counts will be covered by HPR funds. Remaining engineering costs will be covered under Region 4 administrative costs.
3. Williams will notify the City of the engineering study schedule.
4. All construction costs will be at the City's expense.

JEH:mr

cc: H. S. Coulter
L. E. George
J. L. Gunter

RECEIVED
STATE HWY ENGR
JUL 22 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

6-5-76 I'a 7-4-1
K. 7216

TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RS-614 (1)

STATE PROJECT NO. Washburn Way-Green Springs Jct.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. RS-111

COUNTY NAME Klamath

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 22 '76
REFER TO Rulien
FOR
Info Inves R/D D/R Sign Act File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 6/15/76

FEDERAL ROUTE NUMBER Secondary Route 959

STATE ROUTE NUMBER County Road

GENERAL LOCATION:
County Road Jct. St Rt 66 and US 97 to SE 2.7 miles

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☒ Program Approval (TEC $350,000, FF $273,600.)

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) All phases of Preliminary Engineering necessary to obtain an approved Final EIS at a total estimated cost of $300,000, FF $234,550.

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 6/4/76 letter I approve the subject project for inclusion in the Federal-aid program.

Also as requested I concur that the Environmental Statement for the subject project is not limited to the termini as programed but includes in compliance with FHPM 7-7-2, the entire proposed bypass route between Green Springs Junction and Olene.

DATE 6/15/76

SIGNATURE OF APPROVING OFFICIAL G. K. Hosmer

TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. GOVERNMENT PRINTING OFFICE: 1970 431-858

~~PRO 6-2~~

June 4, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. RS-614(1)

We are submitting program data for one project, Item No. 111, Project No. RS-614(1), "Washburn Way - Green Springs Junction Section", which we desire to have included in the Federal-aid Rural Secondary Highway Program.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal-Aid Act.

We request, concurrent with program approval, authorization to proceed with the preliminary engineering necessary to obtain an approved Environmental Impact Statement at an estimated total cost of $300,000 with federal funds of $234,550.

We further request your concurrence that the environmental statement for the subject project is not limited to the termini as programed but includes, in compliance with FHPM 7-7-2, the entire proposed by Pass route between the Green Springs Jct. and Olene.

A copy of the State Clearinghouse A-95 review letter of approval was previously forwarded.

CL:re

cc: C. M. Williams (Region 4)

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. June 4, 1976

CARD 2	REPORT NUMBER 1	PROJECT LOCATION *(45 typewriter spaces)* Co. Rd. Jct St Rt 66 & US 97 to SE 2.7 mi.	**ADT**	PRESENT *---	FUTURE 2,700	YEAR 96	REGION 10	STATE NAME Oregon

STA CO 4

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Preliminary Engineering	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) RS-	NUMBER 614	SEQ. (1

CARD 4	CLASS OF FEDERAL FUNDS Rural Secondary	COUNTY NAME Klamath				CODE 035
	NAME OF URBAN AREA ---	ROUTE NO. S	FEDERAL-AID 959	STATE Co.Rd.	U.S. ---	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
5					**PE**			2.7	350,000	273,600	38,200	38,200 (Co)	Prel ing PE b forc
5					**ROW**								(Fut HT & 3
5					**CONST** (CODE)		"Washburn Way-Green Springs Junction Sec."						ROW Acc Pa non

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS	2.7	350,000	273,600	38,200	38,200 (Co)
1	14	PROGRAM APPROVAL DATES					REMARKS *No existing roadway.	

-OV

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

June 4, 1976

PROJECT LOCATION *(45 typewriter spaces)*	**ADT**	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd. Jct St Rt 66 & US 97 to SE 2.7 mi.		*---	2,700	96	10	Oregon	41	075	111

SED WORK *(35 typewriter*	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER (S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
gineering								RS-	614	(1)		

NDS	COUNTY NAME			CODE	PROGRAM STAGE
Rural Secondary	Klamath			035	☐ 1 OR ☒ 2
---	ROUTE NO. S	FEDERAL-AID 959	STATE Co.Rd.	U.S. ---	

WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
PE			2.7	350,000	273,600	38,200	38,200 (Co)	Preliminary Engineering all phases incl. PE by Utility and RR forces.
ROW								(Future 2-12' lanes HT pave. 12' shoulde & 3 bridges (L1,200')
CONST (CODE)		"Washburn Way-Green Springs Junction Sec."						ROW-120' normal; Access Control-Parti Parking restrictions-none.
BY CL		PROJECT TOTALS	2.7	350,000	273,600	38,200	38,200 (Co)	

APPROVAL DATES

REMARKS
*No existing roadway.

-OVER-

WASHBURN WAY-GREEN SPRINGS JCT. SECTION
PROJECT NO. RS-614(1)

Existing Facility: Located line only.

Adjacent Sections:
W. End - - Connection with FAP 4 (US97) & FAP 15 (StRt66) at the Green Springs Junction.
E. End - - Connection with Washburn Way (FAS 434)

Project Data: Work under this project consists of preliminary engineering all phases including preliminary engineering by utility and railroad forces for the future construction on new alignment to provide for two 12-foot lanes of high-type pavement with 12-foot shoulders and three reinforced concrete structures with a total length of approximately 1,200 feet.

Note: Portions of the preliminary engineering will be accomplished by Klamath County forces with review by State forces.

System Action, Water Developments, Historical and Recreational Areas: None involved.

Airports: Kingsley Field is located adjacent to the East end of the project; however, no conflict with the operation of the airport will result from this project.

Railroads:

Name of Railroad - - - -	Burlington Northern	Southern Pacific Transportation Co.
No. of Tracks - - - - - -	1 Spur	2(main & siding)
No. of Trains - - - - - -	4 freight	27(25 freight, 2 pass.)
No. of Hi-Speed Trains -	None	None
Present Protection - - -	No existing cross	No existing cross
Proposed Protection - -	O'xing structure	O'xing structure
Railroad Benefits - - -	None	None

FHPM 7-7-2 Requirements: Major action project requiring an Environmental Impact Statement concurred in by FHWA on April 15, 1976.

IM 50-1-70 Requirements:
State Clearinghouse - - A-95 review letter of approval dated May 26, 1976.
District 11 Clearinghouse - - No functioning Clearinghouse.

FHPM 7-7-5 Requirements:
(a) Public Hearings - - - Will be held
(b) Location/Design - - - Approval will be granted under the provisions of the approved Secondary Road Plan.

Data for PR-37:
Preliminary Engineering
Field Work
PS&E Preparation
Total

Note:

(1) This project is in Congressional District No. 2.
(2) The Environmental Impact Statement will not be limite
limits of the project but will in accordance with FHP
cover the entire proposed by pass route from the Gree
Junction to Olene.

ASHBURN WAY-GREEN SPRINGS JCT. SECTION
PROJECT NO. RS-614(1)

ility: Located line only.

tions:
- Connection with FAP 4 (US97) & FAP 15 (StRt66) at the Green Springs Junction.
- Connection with Washburn Way (FAS 434)

: Work under this project consists of preliminary all phases including preliminary engineering by utility forces for the future construction on new alignment or two 12-foot lanes of high-type pavement with 12-foot d three reinforced concrete structures with a total proximately 1,200 feet.

ons of the preliminary engineering will be accomplished ounty forces with review by State forces.

n, Water Developments, Historical and Recreational Areas:
d.

ngsley Field is located adjacent to the East end of the ever, no conflict with the operation of the airport will this project.

road - - - -	Burlington Northern	Southern Pacific Transportation Co.
s - - - - - -	1 Spur	2(main & siding)
s - - - - - -	4 freight	27(25 freight, 2 pass.)
eed Trains -	None	None
ction - - -	No existing cross	No existing cross
ection - -	O'xing structure	O'xing structure
efits - - -	None	None

equirements: Major action project requiring an Environmental ment concurred in by FHWA on April 15, 1976.

equirements:
ghouse - - A-95 review letter of approval dated May 26, 1976.
Clearinghouse - - No functioning Clearinghouse.

equirements:
ic Hearings - - - Will be held
tion/Design - - - Approval will be granted under the provisions of the approved Secondary Road Plan.

Data for PR-37:

Preliminary Engineering	Field Work	$300,000
	PS&E Preparation	50,000
	Total	$350,000

Note:

(1) This project is in Congressional District No. 2.
(2) The Environmental Impact Statement will not be limited to the limits of the project but will in accordance with FHPM 7-7-2 cover the entire proposed by pass route from the Green Springs Junction to Olene.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

MAY 27 '76

REFER TO:

FOR						
Info	Investigate	R/D	Action	File	Letter	See me

STATE CLEARINGHOUSE

Intergovernmental Relations Division
740 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

ay 27, 1976
ashburn Way - Green Springs
AS 959
lamath County

. L. Green, FHWA
~~. S. Coulter~~
. E. Terpin
. B. Boyd
. E. Royer
. H. Versteeg
ary Potter
alt Hart
. N. Hopkins, Co-City
. L. Gifford
. E. Swan
. M. Williams
. L. Gunther
eronautics Division

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Highway Division

PROJECT TITLE: Washburn Way - Green Springs Junction

DATE: 5/26/76

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7604 2 1620

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
STATE HWY ENGR
MAY 28 '76
REFER TO

FOR						
Info	Inves	R/D	D/R	Sign	Act	File

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

BEN GIFFORD
4-23-76

PNRS #2

NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Ph: 378-3732

MAY 5 - 1976
Agricultural
Development Div.

PNRS STATE REVIEW

Project #: 7604 2 1620 Return Date: MAY 21 1976

The attached proposal is for your review and comment. Please notify us immediately if you will be unable to respond by the indicated due date. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PRELIMINARY ENVIRONMENTAL ASSESSMENT

(✓) The Preliminary Environmental Assessment is adequate. No significant effect on the environment is indicated and a negative declaration is justified.

( ) The Preliminary Environmental Assessment is adequate. There is a significant effect on the environment and an Environmental Impact Statement should be prepared as required by the National Environmental Protection Act.

( ) The Preliminary Environmental Assessment is inadequate; further documentation is necessary. See remarks below.

- - - - - - - - - - - - - - - - -

REMARKS

May 18, 1976

We support the application State Highway Division requesting a federal grant necessary to fund extensive highway construction in Klamath Falls.

This project is vitally needed to handle the increased volume of commercial and recreation traffic using this road. The safety factor alone would justify this project.

Agency agriculture By Don McKinnon

H S Coulter
[illegible]
[illegible]

RECEIVED
STATE HWY ENGR
JUN 15 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

NOTED
H. S. COULTER

MEMO TO FILES, June 11, 1976

BY: D. N. Harwell
County-City Engineer
Project Management Section

RE: REVISION (PROPOSED) OF ONE-WAY COUPLET
CITY OF KLAMATH FALLS

Mr. John Gunter, District 11 Engineer, called to relate the details of a meeting held in Klamath Falls on Thursday, June 10, regarding a proposed revision for the one-way couplet in downtown Klamath Falls.

In attendance with Mr. Gunter were the Downtown Merchants Association and their Board of Directors, Klamath Falls City Manager Jim Watson, Klamath Falls Public Works Director Larry Lindstrom, and Mr. Lyle Smith, Klamath County Public Works Director.

The meeting was led off by the Association, and the couplet revision was initially to be for July as a Bicentennial theme. Mr. Gunter told them this was virtually impossible as the signing, signal revisions, street pattern changes, agreements, and related activities within the short time frame would preclude this. The Klamath Falls City Council would have to officially request a revision of the couplet and their next meeting is not until late in June.

The existing one-way couplet utilizes Klamath Avenue (eastbound) and Main Street (westbound).

The proposed revision would be for Klamath Avenue to remain as presently exists for eastbound traffic. Westbound traffic would utilize Main Street, 11th Street, Pine Street, and 4th Street; i.e., would traverse Main Street to 11th Street, north on 11th Street to Pine Street, west on Pine Street to 4th Street, south on 4th Street to Main Street, and west on Main Street as presently exists.

Main Street between 11th Street and 4th Street would remain open for truck traffic only and would eventually be converted into a mall.

Traffic barriers would have to be installed at the intersections of Main and 11th, Pine and 4th, and 4th and Main Streets for the purpose of diverting traffic to the one-way couplet system.

Existing signals would have to remain at the intersections of Main and 11th, 11th and Pine, Pine and 9th, Klamath and 6th, Main and 6th, and Main and 9th Streets, with a new installation at Pine and 6th Street and possibly at 4th and Main Street.

Intermediate north-south streets would have to be changed for one-way traffic pattern as follows: Westbound - 11th, 8th, and 6th Streets; Eastbound - 9th, 7th, and 4th Streets.

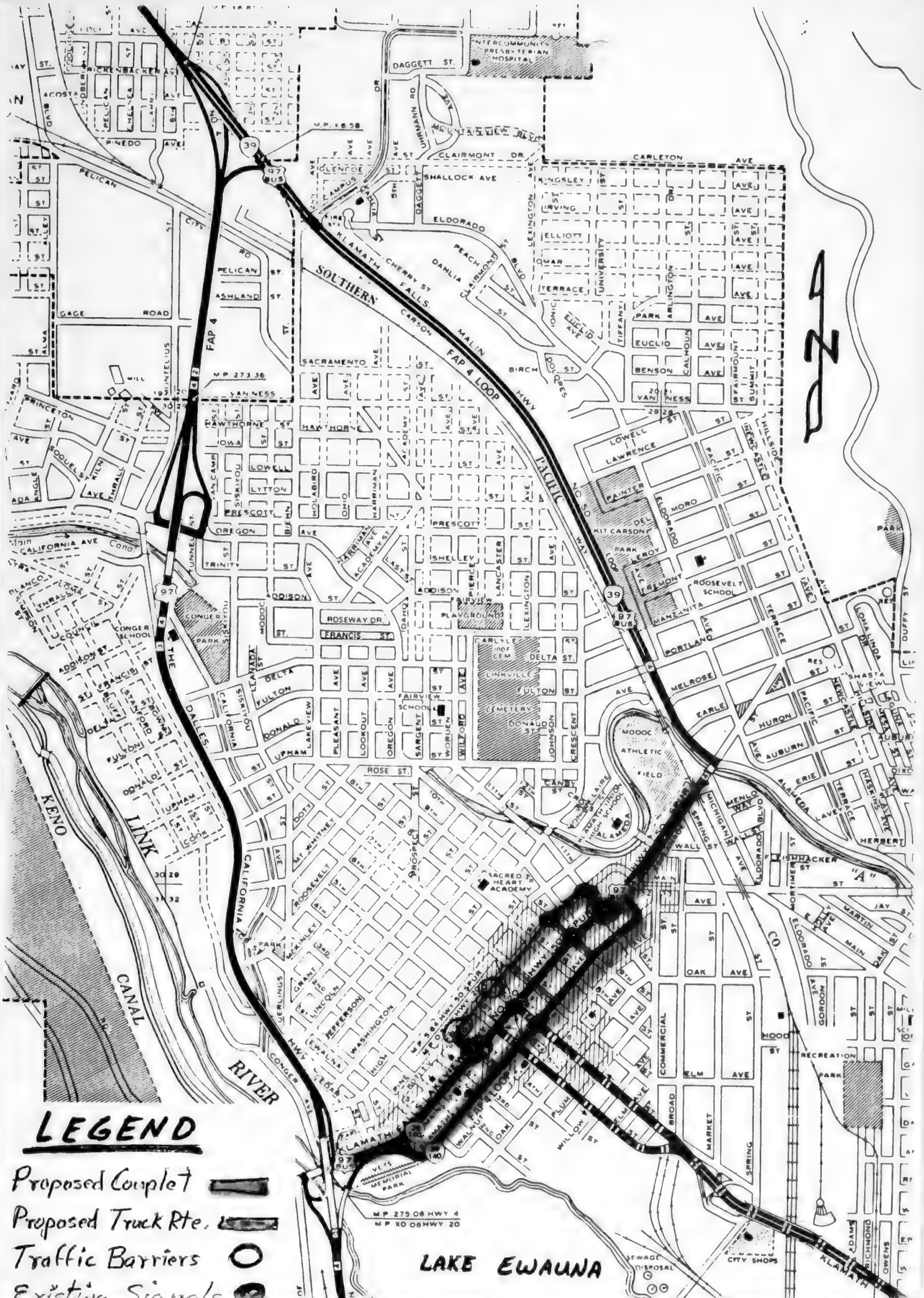
(more)

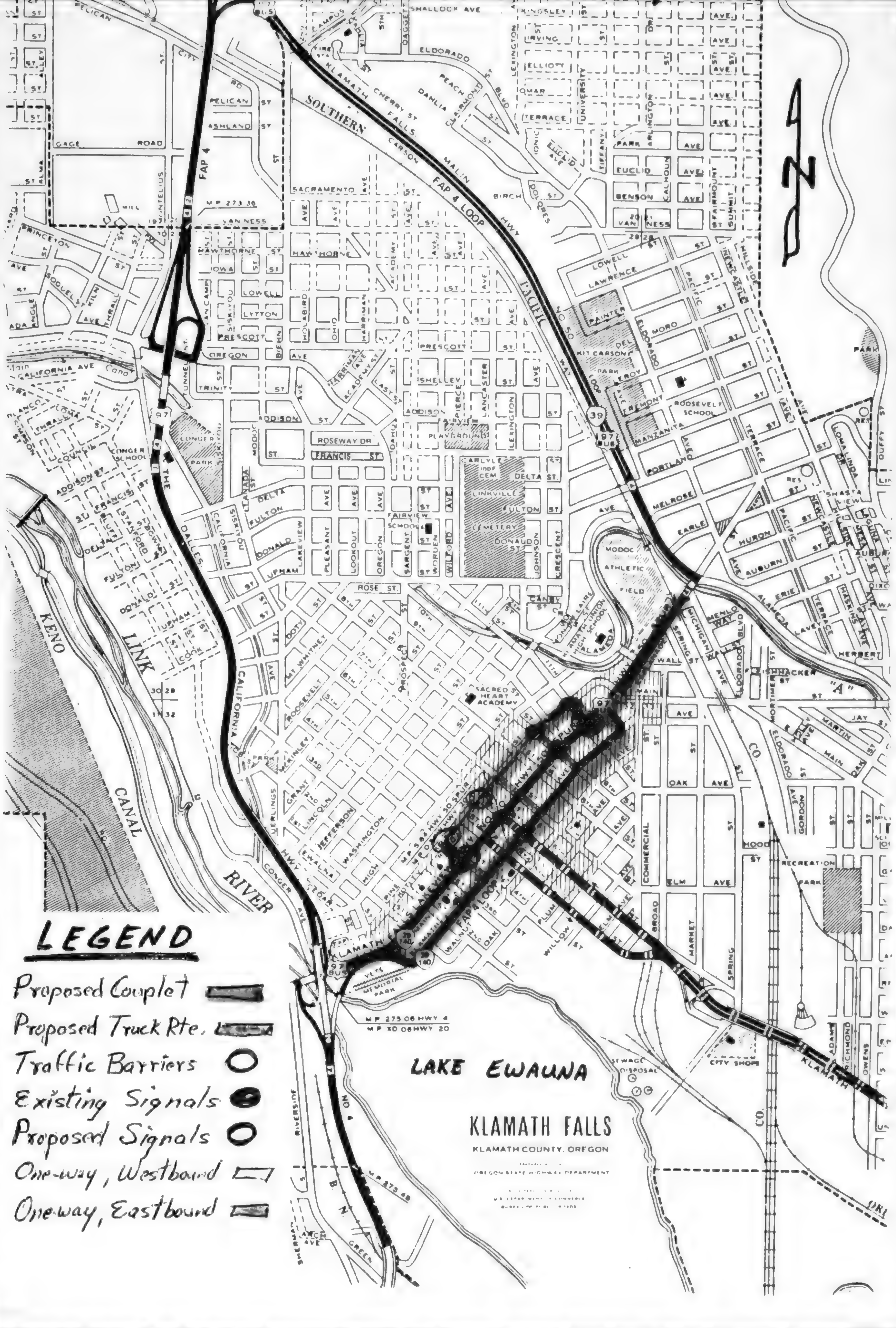
The foregoing is very preliminary and should be carefully studied and reviewed as to overall feasibility and determine if functionally possible.

I believe Mr. L. E. George is going to be in the Klamath Falls area later this month and should perhaps discuss this matter with Mr. John Gunter.

DNH:mm - 6/11/76
Att: Map

cc: H. S. Coulter
E. S. Hunter
R. L. Schroeder
L. W. Rulien
L. E. George
Carl Williams
John Gunter


LEGEND
Proposed Couplet
Proposed Truck Rte.
Traffic Barriers
Existing Signals
LAKE EWAUNA
KENO
LINK
RIVER
CANAL
SOUTHERN PACIFIC
FAP 4
FAP 4 LOOP HWY
KLAMATH FALLS MALIN HWY
INTERCOMMUNITY PRESBYTERIAN HOSPITAL
CONGER PARK
CONGER SCHOOL
FAIRVIEW PLAYGROUND
FAIRVIEW SCHOOL
CARLYLE IOOF CEM
LINKVILLE CEMETERY
MODOC ATHLETIC FIELD
KLAMATH UNION HIGH SCHOOL
SACRED HEART ACADEMY
ROOSEVELT SCHOOL
VETS MEMORIAL PARK
RECREATION PARK
CITY SHOPS
SEWAGE DISPOSAL
M.P. 273.36
M P 275.08 HWY 4
M P X0.08 HWY 20
97
39
N


LEGEND
Proposed Couplet
Proposed Truck Rte.
Traffic Barriers
Existing Signals
Proposed Signals
One-way, Westbound
One-way, Eastbound
LAKE EWAUNA
KLAMATH FALLS
KLAMATH COUNTY, OREGON
OREGON STATE HIGHWAY DEPARTMENT
N
FAP 4
FAP 4 LOOP
SOUTHERN PACIFIC
KLAMATH FALLS MALIN HWY
NO 50
LOOP
THE DALLES CALIFORNIA HWY
CONGER AVE
KENO CANAL
LINK RIVER
HWY 50 SPUR
M.P. 273.30
M.P. 279.06 HWY 4
M.P. X0.06 HWY 20
M.P. 273.48
97
39
140
BUS
US
CONGER PARK
CONGER SCHOOL
FAIRVIEW SCHOOL
FAIRVIEW PLAYGROUND
LINKVILLE CEMETERY
I.O.O.F. CEM
KIT CARSON PARK
ROOSEVELT SCHOOL
MODOC ATHLETIC FIELD
KLAMATH UNION HIGH SCHOOL
SACRED HEART ACADEMY
VETS MEMORIAL PARK
RECREATION PARK
CITY SHOPS
SEWAGE DISPOSAL
ELDORADO
PELICAN
GAGE ROAD
SACRAMENTO
VAN NESS
HAWTHORNE
PRESCOTT
OREGON AVE
ADDISON ST
ROSEWAY DR
FRANCIS ST
ROSE ST
MAIN
KLAMATH
PINE
WALNUT
OAK
WILLOW
PLUM
BROAD
COMMERCIAL
MARKET
SPRING
ELM AVE
HOOD
OAK AVE
MICHIGAN
ALAMEDA
MENLO WAY
WALL ST
ESPLANADE
JEFFERSON
WASHINGTON
LINCOLN
RIVERSIDE
GREEN

10,171

FHS - 959
Klamath Co.

PRO 6-2

PE only

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 4, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. RS-~~614~~(1)
111(1)

We are submitting program data for one project, Item No. 111, Project No. RS-614(1), "Washburn Way - Green Springs Junction Section", which we desire to have included in the Federal-aid Rural Secondary Highway Program.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal-Aid Act.

We request, concurrent with program approval, authorization to proceed with the preliminary engineering necessary to obtain an approved Environmental Impact Statement at an estimated total cost of $300,000 with federal funds of $234,550.

We further request your concurrence that the environmental statement for the subject project is not limited to the termini as programed but includes, in compliance with FHPM 7-7-2, the entire propbsed by Pass route between the Green Springs Jct. and Olene.

A copy of the State Clearinghouse A-95 review letter of approval was previously forwarded.

CL:re

cc: C. M. Williams (Region 4)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

June 4, 1976

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) Co. Rd. Jct St Rt 66 & US 97 to SE 2.7 mi. 21 65	**ADT**	PRESENT *---	FUTURE 2,700 (66) (70)	YEAR 96 (71) (72)	REGION 10	STATE NAME Oregon	ST C

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Preliminary Engineering 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) RS- 14 23	NUMBER ~~614~~ 111 7

CARD 4	CLASS OF FEDERAL FUNDS Rural Secondary		COUNTY NAME Klamath			CODE 035 (14) (16)
	NAME OF URBAN AREA 17-31 ---	ROUTE NO. S	FEDERAL-AID ~~959~~ B319 (32)	STATE Co.Rd. (36)	U.S. (37) --- (41)	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
1	(14-15)	(18	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
5					**PE**			2.7	350,000	273,600	38,200	38,200 (Co)	Pre ing PE for
5					**ROW**								(Fu HT &
5					**CONST** (CODE)		"Washburn Way-Green Springs Junction Sec."						RO Ac Pa no

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS	2.7	350,000	273,600	38,200	38,200 (Co)
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS *No existing roadway.	

-0

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

June 4, 1976

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd. Jct St Rt 66 & US 97 to SE 2.7 mi.		*---	2,700	96	10	Oregon	41	075	111

OSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI.	DESIG.
ngineering								RS-	~~614~~ 111	(1)		

UNDS: Rural Secondary

COUNTY NAME: Klamath
CODE: 035
ROUTE NO.: S
FEDERAL-AID: ~~955~~ B319
STATE: Co. Rd.
U.S.: ---
PROGRAM STAGE: ☐ 1 OR ☒ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE			2.7	350,000	273,600	38,200	38,200 (Co)	Preliminary Engineering all phases incl. PE by Utility and RR forces.
ROW								(Future 2-12' lanes HT pave. 12' shoulde & 3 bridges (L1,200'
CONST (CODE)		"Washburn Way-Green Springs Junction Sec."						ROW-120' normal; Access Control-Parti Parking restrictions-none.
BY CL		PROJECT TOTALS	2.7	350,000	273,600	38,200	38,200 (Co)	

APPROVAL DATES

REMARKS
*No existing roadway.

-OVER-

WASHBURN WAY-GREEN SPRINGS JCT. SECTION
PROJECT NO. RS-614(1)

Existing Facility: Located line only.

Adjacent Sections:
W. End - - Connection with FAP 4 (US97) & FAP 15 (StRt66) at the Green Springs Junction.
E. End - - Connection with Washburn Way (FAS 434)

Project Data: Work under this project consists of preliminary engineering all phases including preliminary engineering by utility and railroad forces for the future construction on new alignment to provide for two 12-foot lanes of high-type pavement with 12-foot shoulders and three reinforced concrete structures with a total length of approximately 1,200 feet.

Note: Portions of the preliminary engineering will be accomplished by Klamath County forces with review by State forces.

System Action, Water Developments, Historical and Recreational Areas:
None involved.

Airports: Kingsley Field is located adjacent to the East end of the project; however, no conflict with the operation of the airport will result from this project.

Railroads:

Name of Railroad - - - -	Burlington Northern	Southern Pacific Transportation Co.
No. of Tracks - - - - -	1 Spur	2(main & siding)
No. of Trains - - - - -	4 freight	27(25 freight, 2 pass.)
No. of Hi-Speed Trains -	None	None
Present Protection - - -	No existing cross	No existing cross
Proposed Protection - -	O'xing structure	O'xing structure
Railroad Benefits - - -	None	None

FHPM 7-7-2 Requirements: Major action project requiring an Environmental Impact Statement concurred in by FHWA on April 15, 1976.

IM 50-1-70 Requirements:
State Clearinghouse - - A-95 review letter of approval dated May 26, 1976.
District 11 Clearinghouse - - No functioning Clearinghouse.

FHPM 7-7-5 Requirements:
(a) Public Hearings - - - Will be held
(b) Location/Design - - - Approval will be granted under the provisions of the approved Secondary Road Plan.

Data for PR-37:
Preliminary Engineering Field Work
PS&E Preparation
Total

Note:

(1) This project is in Congressional District No. 2.
(2) The Environmental Impact Statement will not be limite limits of the project but will in accordance with FHP cover the entire proposed by pass route from the Gree Junction to Olene.

SHBURN WAY-GREEN SPRINGS JCT. SECTION
PROJECT NO. RS-614(1)

lity: Located line only.

ions:
- Connection with FAP 4 (US97) & FAP 15 (StRt66) at the Green Springs Junction.
- Connection with Washburn Way (FAS 434)

Work under this project consists of preliminary
ll phases including preliminary engineering by utility
forces for the future construction on new alignment
r two 12-foot lanes of high-type pavement with 12-foot
three reinforced concrete structures with a total
roximately 1,200 feet.

ns of the preliminary engineering will be accomplished
unty forces with review by State forces.

, Water Developments, Historical and Recreational Areas:
.

ngsley Field is located adjacent to the East end of the
ver, no conflict with the operation of the airport will
his project.

oad - - - -	Burlington Northern	Southern Pacific Transportation Co.
- - - - - -	1 Spur	2(main & siding)
- - - - - -	4 freight	27(25 freight, 2 pass.)
ed Trains -	None	None
ction - - -	No existing cross	No existing cross
ection - -	O'xing structure	O'xing structure
fits - - -	None	None

quirements: Major action project requiring an Environmental
ent concurred in by FHWA on April 15, 1976.

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ghouse - - A-95 review letter of approval dated May 26, 1976.
learinghouse - - No functioning Clearinghouse.

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ic Hearings - - - Will be held
tion/Design - - - Approval will be granted under the provisions of the approved Secondary Road Plan.

Data for PR-37:

Preliminary Engineering	Field Work	$300,000
	PS&E Preparation	50,000
	Total	$350,000

Note:

(1) This project is in Congressional District No. 2.
(2) The Environmental Impact Statement will not be limited to the limits of the project but will in accordance with FHPM 7-7-2 cover the entire proposed by pass route from the Green Springs Junction to Olene.

[illegible]

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

PRO 6-2

April 23, 1976

TO

Executive Department
Federal Aid Coordination Unit

Klamath Lake Planning and
Coordinating Council
Lake County Courthouse
Lakeview, Oregon 97630

D. E. Swan

FROM for George N. Hopkins
Asst. Project Management Engineer

SUBJECT Notivce of Intent for Federal Aid Funds
State Administration District No. 11
Washburn Way - Green Springs Junction
FAS 959, S. side Bypass Klamath Falls
Klamath County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be May 28, 1976.

Attachments

BLG:re

NOTED
MARIE STEPHENS

~~cc:~~ G. L. Green, FHWA
F. B. Klaboe
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter

G. N. Hopkins, County-City
B. L. Gifford
D. E. Swan
Carl M. Williams
J. L. Gunter
Aeronautics Division

RECEIVED
STATE HWY ENGR
APR 28 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 12] **APPLICANT** [45: State Highway Division — 46] **DIVISION** [79: Department of Transportation

03 12] **APPLICANT ADDRESS** STREET [45: State Highway Building — 46] **CITY** [60: Salem — 76] **ZIP** [80: 97310

04 12] **CONTACT PERSON** [45: L. W. Rulien — 46] **AREA CODE** [48: 503 — 49] **PHONE** [55: 378 — 56] **EXTENSION** [59: 6563

01 12] **PROJECT TITLE** [71: Washburn Way-Green Springs Junction District II

11 12] **PROJECT LOCATION—CITY**: FAS 959, S. side Bypass Klamath Falls — **PROJECT LOCATION—COUNTY**: Klamath — **PROJECT LOCATION** [79: SEC: -- T: 38 S R: 9 E

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 This proposal is for preliminary engineering for the development of a

06 12] South side by-pass of Klamath Falls. The project involves new construction of [71

07 12] 2.7 miles from Washburn way to the Dalles/California Highway US Route 97 near [71

08 12] the Green Springs Junction. [71

09 12] (see attachment for details) [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
273,000	--	38,500	38,500	--	350,000

13 12] **TYPE OF OTHER FEDERAL FUNDS (See 12B)** [45 — 46] **TYPE OF OTHER NON-FEDERAL FUNDS (See 12E)** [79

14 12] **FEDERAL PROGRAM TITLE** [71: Title 23 USC Highways

15 12] **FEDERAL AGENCY NAME** [45: U.S. Department of Transportation — 46] **FEDERAL SUB-AGENCY NAME** [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: April 23, 1976

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☒ 33 No ☐ 34

(F) HOUSING RELOCATION REQUIRED Yes ☒ 35 No ☐ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: May — 43] DAY [44: 28 — 45] YEAR [46: 1976

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning and Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: April 23, 1976

VI. If project includes state funds (12C), identify agency State Highway Division

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ________

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(e) This is a Category I project of major environmental impact under Oregon's Action Plan.
All phases of action plan procedures will be required in the development of this project.

(See Attachments)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT
(Or Request)

CATEGORY
2 PROJECT
major

PART 1. GENERAL INFORMATION

A. Project Identification:

RS-614(-)

Date March 23, 1976

Section Washburn Way-Green Springs Jct. (Hwy. 97 & 66)

Unit (if appl) --

County Klamath

City --

Highway Southside Bypass (FAS 959)

State Hwy. No. --

Termini: M.P.(if appl) East--Washburn Way West--Hwy 97 & 66 Interchange

Length 2.7 miles

Region 4

Construction Estimate $5.3 M
Program Amount

B. Purpose of Project: To provide an east-west route at the south city limits of Klamath Falls to allow auto and truck traffic to bypass South Sixth Street and the downtown Klamath Falls area. (See attached Sketch Map A.) Bypass route would provide immediate relief for South Sixth Street, which has an existing 24, 400 ADT (1974). Truck traffic is congesting downtown area and preventing the desired development. Bypass route would be integrated with a north-south truck route to the city's commercial and industrial area.

C. Origin & History of Project: A southside bypass has been planned for many years with various proposed locations, but lack of financing has delayed project. FAS funds saved over past six years for this program. Community Action plan instigated in 1975 with full community agreement on need, location and financing plan. Klamath County Comprehensive Plan (1972) recommends bypass (P. 5-1). Downtown Development Plan also recommends removal of trucks from Main Street. Route placed on system as FAS 959 in 1975. Construction financing plan, to transfer Hwy 39 6-Year Construction Plan funds (Malin Jct.-Henley Sec.) to this project, presented to OTC in 1975.

D. General Description of Project: (This assessment covers the FAS route from Washburn Way to the Green Springs Junction and the proposed truck route. The remainder of the southside bypass contains two sections: (a) Washburn Way to Highway 39, a county-financed and constructed unit and (b) Highway 39 to Olene, a proposed bypass extension. The latter sections are integral to the bypass concept, but will not be directly addressed in this assessment since one is county development only and the other is far in the future. The truck route has not been placed on the FAS and will be constructed with county monies.)

Continued on 1a)

Alignment: New X Existing ______ Combined ______

Typical Section: Existing: No. Lanes NA; Med. ____; Shldrs. ____; Parking ____
Proposed: No. Lanes 2; Med. --; Shldrs. 2; No bike lanes are proposed.

Traffic: Existing Facility: Existing ADT NA; Projected ADT ____; Yr. ____
Existing Level of Service ______

Proposed Facility: Projected ADT 2000 (1981); 2,700 (1994); 14% trucks
Projected Level of Service ______

Page 1a Continued

D. General Description of Project:

1. Washburn Way-Green Springs Jct Section

New construction of 2.7-mile bypass section from Washburn Way to Hwy. 97-66 Interchange includes bridge over Klamath River, railroad overpass and truck route interchange. (Sketch Map B.)

2. Tentative Construction Schedule for Southside Bypass

	Segment	Schedule
a.	Washburn Way-Highway 39 (via Johns Avenue)	Fiscal year 1978 (Completed in F.Y. 1981)
b.	Washburn Way-Green Springs Jct. (FAS 959)	F.Y. 1980
c.	Proposed Truck Route	Early 1980's
d.	Highway 39-Olene Section	In future (1985 plus)
e.	Malin Jct-Henley Section	F.Y. 1980

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels 12

Acres 34 ; Type of Relocation Req. Mobile Home ; No. 1

Materials Source, Borrow, Waste Disposal Requirements, if any:
Preliminary investigation indicates no borrow would be required. Excess material would be placed on proposed truck route. If borrow is needed, two sites are available nearby, a private source near Burlington Northern switching yard and a state-owned source west of Green Springs Junction.

Type of Structure(s):
Three structures are involved:
a) Klamath River Bridge (58'x1000')
b) Southern Pacific Railroad Overpass (58'x100')
c) Truck Route Diamond Interchange (58'x100')

Section would connect with existing Highway 97-66 interchange. No reconstruction of interchange would be required.

Brief Description of River or Stream and Type of Involvement, if any:
Proposed route would cross a narrow portion of the Klamath River, south of Lake Ewauna. No modification to stream bed or banks would be required. Appropriate state agencies would be consulted for their recommendations. Truck route would require the filling in of some small ponds east of Lake Ewauna.

Local City, County or COG priorities of project:
Bypass and truck route project is rated as No. 1 priority by locals (City, County, Chamber of Commerce, Downtown Merchants, Truckers Associations, loggers, timber industry, Truck Route Committee, etc.).

FHWA and/or OSHD approvals given, if any:
Route has been approved as FAS-County Route. Klamath County is requesting deletion of funding and priority for Malin Junction-Henley Section, Highway 39, now on Six-Year Construction Plan, and commitment of these funds to this project. Oregon Transportation Commission authorized preliminary engineering funds for the subject project on Feb. 24, 1976.

Location or Design Alternatives (identify and describe):
Corridor: A. Proposed location (FAS 959)
B. Alternate location via Joe Wright Road. This alternate has been discussed by local, county and city groups, but has been given low priority due to the existing narrow Highway 97 bridge over the Klamath River and lack of integration with proposed truck route.
Design or Construction: Four-lane and/or At-grade Truck Route intersection
No-Build Alternative

Other Descriptive Information or Comments:

Route would be declared a throughway with controlled access. Open terrain would facilitate easy construction with minimal traffic problems. No detour routes required.

County has established route and purchased most of the right-of-way for the bypass section from Highway 39 to Washburn Way via Johns Avenue (a FAU boundary, but not a FAU project). Construction to begin in F.Y. 1978 and complete in F. Y. 1981.

(Attach project sketch map.)

Two sketch map are attached:
Sketch Map "A"--Southside Bypass of Klamath Falls
Sketch Map "B"--Highway 97-Washburn Way Section

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

Topography: Flat to rolling with small ridges. Elevation of project area is about 4,100 feet above sea level.

Soils: Stable, generally a silty-clay loam over diatomaceous chalk, with no erosion.

Climate: Annual precipitation - 10"
Average Temperature - 48°

Water features: Klamath River. The river is a slow moving, pond-like stream controlled by Link River Dam. Summer flows vary from 200 to 1100 c.f. Project area has several irrigation canals which flow toward the south and west.

Drainage: No severe drainage problems.

Flora: Treeless area with grass and sagebrush cover. Area is used for unimproved grazing and farm land.

Fauna: Lake and river area provides habitat for many waterfowl such as geese and ducks. Land area supports rabbits, pheasants and smaller mammals. Habitat value would require investigation. State Game Management Area on Miller Island is within 1½ miles of location.

2. Cultural:

Historical/Archaeological: None known

Land Use: Land use in the project area is generally unimproved, grazing and farm land. There is residential use along Midland Hwy. and Washburn Way. The route crosses the following zones (in accordance with County Zoning): Agricultural Forestry (AF); Residential Agricultural (RA); and Manufacturing Industrial (M-1, M-2, M-3). Kingsley Field (Klamath Falls Municipal Airport) is located near the east end of the project.

Economics: The economy of Klamath County (pop. 54,400-1975 estimate) is based on lumbering, livestock and agriculture. Klamath Falls (pop. 16,200) has several large lumber mills and is a distribution and railroad center. The main industrial area of Klamath Falls (Modoc Lumber Mill, iron works, food storage areas, etc.) is immediately north of project area, and truck route would connect that area with the bypass.

Recreation: Project would not affect any parkland; no 4(f) involvement.

Utlities: Crossings of Southern Pacific Railroad, power transmission line, gas line, sewer line, water line, telephone line and irrigation canal. Normal changes required.

(Continued on Page 3a)

Page 3a Continued

2. Cultural:

Air Quality: Good

Noise: Noise levels are presently low in project area. Since area is undeveloped, there are few critical receptors except on Midland Hwy, Washburn Way, and Johns Avenue. Area is not in airport flight pattern.

Aesthetics: Open, clean view of the city of Klamath Falls to north, the Klamath River, and surrounding hills and ridges. Mt. Shasta is visible to the south. Junkyard is located on east bank of Klamath River, immediately south of route.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: Right-of-way would require approximately 34 acres for bypass section and unknown amount for truck route. Bypass section would require relocation of one trailer home on west side of Midland Hwy. Right-of-way (about 4 acres) would be required from unused portion of city-owned cemetery. West end would be adjacent to Reames Country Club golf course, but no right-of-way taking

2. Estimated Impact on Traffic Patterns:
A major and significant change in the circulation pattern in Klamath Falls urban area. East-west thru automobile and truck traffic would be reduced on S. Sixth Street and downtown area. New route would facilitate truck traffic in and out of the industrial area of Klamath Falls and the lumber mill south of the route on the Klamath River.

Consequences--Air Quality, Noise, Safety, etc.:
New route would improve access to the airport. There would be no loss in access, although future access would be controlled. Noise levels would decrease in downtown and Sixth Avenue. Adverse noise levels would be introduced at some residences on Midland Hwy, Washburn Way and Johns Avenue. Route would increase safety by reducing traffic and congestion in downtown area and Sixth Avenue. Air quality changes would be minimal.

3. Estimated Impact on Land Use:

The long term effects on land use would be significant. Area is presently undeveloped, but much of area is zoned for industrial manufacturing. Existing Comprehensive Plan (1972) is being revised.

Consequences:
Project would cause pressures for land use conversion from agriculture-grazing to high-use commercial and industrial. Likewise, residential density would increase in southern part of Klamath Falls. Comprehensive land use plan revision would be required to guide desired pattern of growth in the area.

4. Expected Impact on Natural Ecological Resources:

This area has been previously modified for agricultural purposes by man. River crossing of Klamath River would affect the aquatic habitat. The area also presently allows freedom of harassment for waterfowl and other wildlife.

Consequences:

New route would degrade wildlife habitat by introducing man, noise and eventual development into the area. Impact on game management area 1½ miles south is unknown. Truck route which would parallel railroad tracks north-south would require the filling in of several small ponds east of Lake Ewauna.

5. Expected Impact on Cultural and Scenic Resources:

The route, following a ridge line south of the city, would provide a panoramic view of valley and surrounding hills. However, the route would cross next to and expose a junkyard (private) near the east bank of the Klamath River. Mitigation measures should be investigated to screen this area from the roadway user.

Consequences:

The bypass concept would create pressures for development of a presently sparse populated and developed area.

6. Preliminary Identification of Areas of Critical Concern:
a) The subject section is one unit of a southside bypass concept. The total impacts of a bypass would require analysis and evaluation.
b) Integration of bypass with truck route and location of the truck route.
c) The crossing of the Klamath River.
d) Need for fencing or similar control adjacent to golf course. e) Junkyard screening

7. Potential for Controversial Issues:
Controversy concerning this project is low. Many public meetings were held in 1975 with agreement on need for project. Only one concern has been voiced to date, which is the golf course. This concern was satisfied by the inclusion of fencing in the area. All other opinions were in support of proposal.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Appears consistent with regional air quality plan

b. Noise Standards
May exceed noise standards at some residences (critical receptors) on Midland Hwy, Washburn Way, and Johns Avenue.

c. Water Quality Standards
Appears consistent

d. Area Land Use and Transportation Plans, and Zoning
Does not conflict with comprehensive plan. No transportation plan exists.

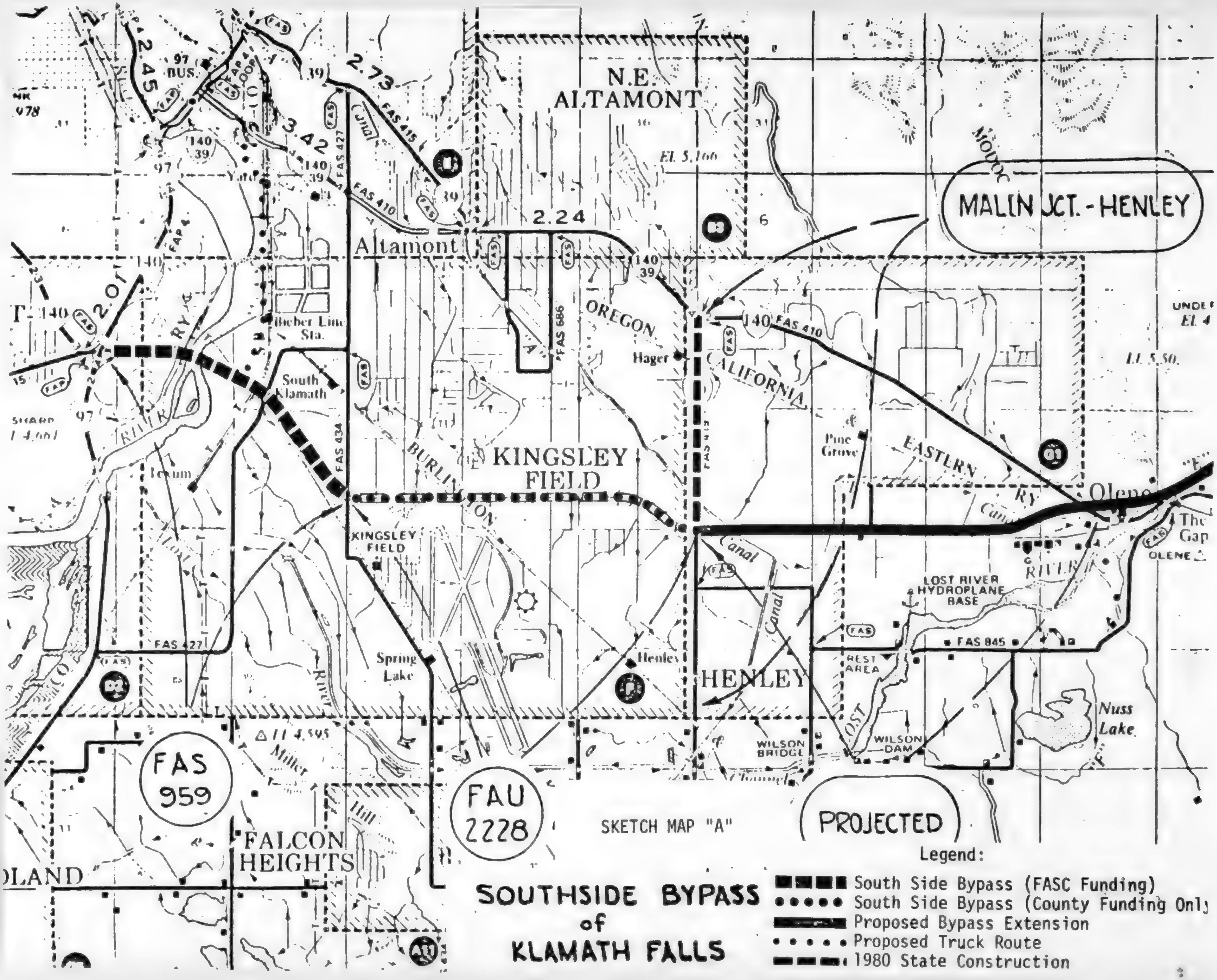
C. Recommended Type of Action and Documentation:

[✓ ------------MAJOR ACTION-----------------]		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
_X_ D & FEIS	___ D & F Neg.Dec.	___ ASSESSMENT ONLY
___ Section 4(f)	___ Section 4(f)	___ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

New alignment; new access to the area; a bypass of Klamath Falls; significant environmental effects.

D. Recommended Project Category: _X_ 1 ___ 2 ___ 3 ___ 4



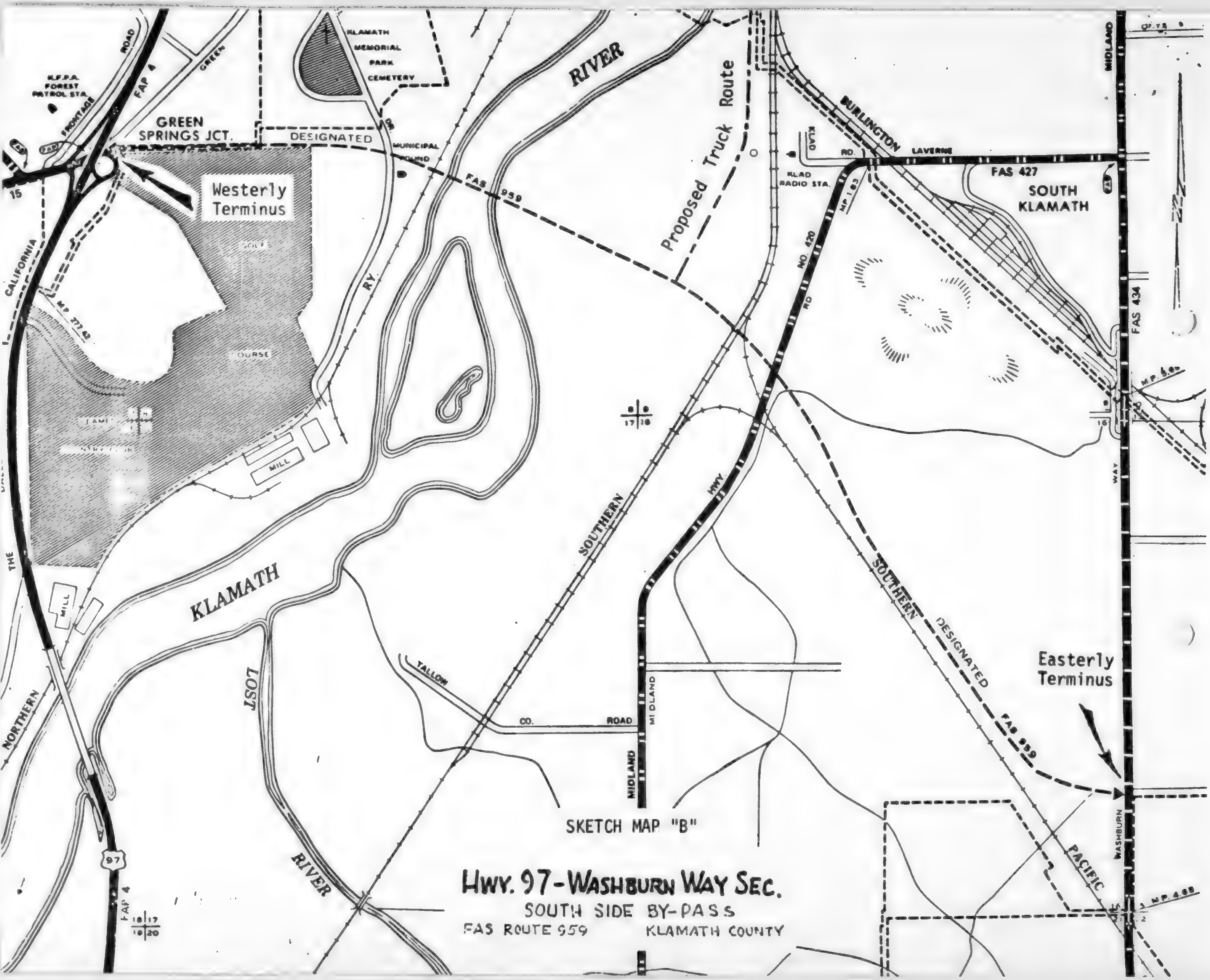
SOUTHSIDE BYPASS of KLAMATH FALLS

SKETCH MAP "A"

Legend:

- ■■■■ South Side Bypass (FASC Funding)
- ●●●●● South Side Bypass (County Funding Only)
- ▬▬▬ Proposed Bypass Extension
- • • • • • Proposed Truck Route
- ▬ ▬ ▬ 1980 State Construction

MALIN JCT. - HENLEY
N.E. ALTAMONT
Altamont
KINGSLEY FIELD
HENLEY
PROJECTED
FAS 959
FAU 2228
FALCON HEIGHTS
OREGON
CALIFORNIA
EASTERN
BURLINGTON
Hager
Pine Grove
Olene
The Gap
OLENE
South Klamath
Bieber Line Sta.
Spring Lake
Henley
LOST RIVER HYDROPLANE BASE
REST AREA
WILSON BRIDGE
WILSON DAM
Nuss Lake
Miller
MODOC
2.45
2.73
3.42
2.24
2.01
FAS 415
FAS 427
FAS 410
FAS 686
FAS 434
FAS 419
FAS 845
97 BUS.
140
39
97
El. 5,166
El. 5,50
Canal
RIVER
LOST
Ry
OLAND



SKETCH MAP "B"

HWY. 97-WASHBURN WAY SEC.
SOUTH SIDE BY-PASS
FAS ROUTE 959 KLAMATH COUNTY

Westerly Terminus
Easterly Terminus
GREEN SPRINGS JCT.
KLAMATH MEMORIAL PARK CEMETERY
DESIGNATED
MUNICIPAL GROUND
FAS 959
RIVER
Proposed Truck Route
BURLINGTON
LAVERNE
RD.
KLAD
KLAD RADIO STA.
FAS 427
SOUTH KLAMATH
MIDLAND
FAS 434
WAY
WASHBURN
NO. 420 RD
HWY
SOUTHERN
SOUTHERN
DESIGNATED
PACIFIC
FAS 959
KLAMATH
LOST
RIVER
TALLOW
CO. ROAD
MIDLAND
MIDLAND
RY.
MILL
MILL
GOLF
COURSE
K.F.P.A. FOREST PATROL STA.
FRONTAGE
ROAD
FAP 4
GREEN
CALIFORNIA
NORTHERN
THE
15
97
FAP 4
MP 277.42
MP 1.83
M.P. 5.69
M.P. 4.88
17 18
18 17
19 20

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 15, 1976

In reply refer to: 1041B.4

SUBJECT: Oregon Project RS-614(-)
Washburn Way-Green Springs Junction
Southside Bypass
Klamath County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The subject project assessment submitted with Mr. Rulien's April 7 memorandum has been reviewed. We concur with your finding that the proposed project constitutes a major action requiring the preparation of an Environmental Impact Statement. The general description of the project section of the assessment indicates certain portions of the bypass route were not covered in the assessment. It is recognized broadening the limits of the assessment would not change the type of environmental document to be prepared for the project. However, limits of the study area of the environmental impact statement should be expanded to include the bypass route between logical termini.

It should be understood that our concurrence is only on the type of action and type of environmental document. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 4, Fenton)

RECEIVED
STATE HWY ENGR
APR 16 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

R. L. SCHROEDER

Schroeder

April 1, 1976

Mr. Fred Smith, President
Klamath County Chamber of Commerce
Klamath Falls, OR 97601

bc F. B. Klaboe
R. L. Schroeder (enc.)
L. W. Rulien
Carl Williams (enc.)

678-N

Dear Mr. Smith:

S. 6th Street-Hilyard Avenue -copy
Section, Midland Highway
and
South Side Bypass, County Road FAS 959

Your March 18 letter indicated the Chamber of Commerce's concern for and endorsement of two very important projects in the Klamath Falls area -- the Midland Highway improvement immediately south of 6th Street and the South Side Bypass.

The Midland Highway project is progressing on schedule, with right-of-way acquisition currently under way and an anticipated contract letting for this summer.

The South Side Bypass proposal is progressing within the normal preliminary framework for a project of this nature, with right-of-way acquisition under way, environmental impact statement and public hearings planned, and method of financing being considered. The financing is dependent on the highway bill currently being discussed in the U.S. Congress.

Normally, Congress has a bill passed by now; however, until this is done, we are at a loss to know the extent of funds that may be available for future highway programs. The Senate and House of Representatives recently compromised on their differences and we expect legislation in the next couple of months, but the financial picture remains undetermined until then.

We appreciate your concern and will inform you of any changes that affect these projects.

Very truly yours,

DNH:mm ja

E. S. Hunter
Deputy State Highway Engineer

cc City of Klamath Falls
Klamath County Board
of Commissioners

KLAMATH COUNTY CHAMBER OF COMMERCE
KLAMATH FALLS, OREGON 97601
TELEPHONE: AREA CODE 503 / 884-5193

March 18, 1976

Mr. F.B. Klaboe, Administrator
Oregon State Highway Division
Department of Transportation
State Highway Building
Salem, Oregon 97310

REF: S. 6th St.-Hilyard Ave. (K-Falls) Sec.
Midland Highway
Klamath County

Dear Mr. Klaboe:

We want you to know the Board of Directors of the Klamath County Chamber of Commerce enthusiastically endorses the South Side Bypass.

The need is great and we urge an early construction start.

Sincerely,

Fred Smith
Fred Smith
PRESIDENT

FJS:FAS:jw

Don Dan
#

PROJECT MANAGEMENT
MAR 23 '76
REFER TO
FOR
Info | Investigate | | Action | File | Letter | Sig
X

ECEIVED
ATE HWY ENGR
MAR 22 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

10,171

Form E-39 (Rev. 9-41)

(11)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section South Side By-Pass

Date March 2, 1976

Highway County Road FAS 959

Authorization No. 1

County Klamath

Survey Prefix 518-1920
(Assigned by Salem office)

Description of termini, route, length, etc.:

Establish Engineering Funds for O.D.O.T. personnel to perform engineering duties in conjunction with Klamath County personnel on the proposed South Side By-Pass Section.

RECEIVED
COUNTY & CITY SECTION
JUN 28 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

Purpose of survey:

Oversee preliminary design, Review Plans, Specifications, etc.

Estimate of cost:
(XXX)XXXXXXXXX

Field	901	5,000
Design	905	1,000
Soils	910	250
Utility	914	250
Project. Mgt.	920	250
Specifications	921	500
Environmental	923	750

RS-614(1)

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 8,000
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:
E. J. Dunn E J Dunn
Field Engineer

Recommended for Approval:
Frank E. Perkins
Location Engineer

Recommended for Approval:
for
Regional Engineer

Approved:
Assistant State Highway Engineer

SP*23604-734

6-15-76
RS

February 27, 1976

Mr. Lyle C. Smith
Director of Public Works
Klamath County Courthouse
Klamath Falls, OR 97601

Dear Mr. Smith:

Southside Bypass
FAS 959
Klamath County

Please consider this letter as a follow-up to the appearances of your group before the Transportation Commission and other meetings we have held concerning the development of the Southside Bypass in Klamath Falls.

You will recall that questions arose as to just how the project for construction of the Southside Bypass could be placed in the Highway Division's Six-Year Construction Program. It was indicated the Bypass would need to be placed on the state highway system possibly in exchange for some other state facilities in the area, and that perhaps if people in the Klamath Falls area expressed a desire to develop the Bypass ahead of or in lieu of the Malin Junction-Henley Section on ORE39, which is in the Six-Year Program, some funds could be made available. We also indicated we would be updating our Six-Year Program in February and these priorities should be expressed during our program updating meetings in Klamath Falls.

The U.S. Congress is still working on the next highway bill. We had hoped the bill would be passed by now so we could schedule our Six-Year Program meetings. However, this is not the case and until we have the bill we are at a loss to know the extent of funds that may be available for future highway programs. The Senate did pass a bill and the House of Representatives passed a bill but they are quite different and currently, the differences are being worked out by a conference committee composed of members of both houses. It now appears we may not have a bill for another couple of months.

You may be assured we will be around, but the time is a little indefinite.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc F. B. Klaboe
R. L. Schroeder
L. W. Rulien
Carl Williams

LWR:ljt/ESH:ja

7-4-1

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE February 17, 1976

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Proposed FAS-C Projects

Attached are tabulations and maps describing and locating six proposed Federal Aid Secondary projects--one each in Klamath, Morrow, Union and Washington Counties and two in Umatilla County.

The project in Klamath County is for preliminary engineering on the Highway 97-Washburn Way Section of the South Side Bypass, FAS 959. The FAS funds required for the preliminary engineering for this section are estimated to be approximately $350,000 ($38,500 of which will be the cost to the State).

Morrow County's request is for widening and improving the Alpine-Nelson Road--Highway 207 Section of the Bombing Range Road, FAS 25-101. FAS funds required for this project are estimated to be approximately $410,000 ($4,510 of which will be the State's cost).

The first project requested by Umatilla County is a bridge over Brownell Ditch on the Old River Road, FAS 30-137. The FAS funds required for this project are estimated to be approximately $36,000 ($3,960 of which will be the cost to the State).

The other project requested by Umatilla County is also for a bridge over Hermiston Ditch on the Old River Road, FAS 30-137. FAS funds required for this project are estimated to be approximately $72,000 ($7,920 of which will be the cost to the State).

The project requested by Union County is for a bridge over Catherine Creek on Godley Lane, FAS 31-124. The FAS funds required for this structure are estimated to be approximately $94,000 ($10,340 of which will be the cost to the State).

Washington County's request is for a bridge over McKay Creek on West Union Road, FAS 960. The FAS funds required for this project are estimated to be approximately $200,000 ($22,000 of which will be the cost to the State).

These requests will be on the agenda for the February 24 meeting and I recommend your approval.

Att.

bc: C. W. Head
R. L. Schroeder
L. W. Rulien
Carl Williams
Jack Graham
George M. Baldwin
H. S. Coulter
Don Harwell
W. E. Schwartz
E. S. Hunter
V. E. Skoog
Ed Hardt
George Bell

HR:mm srb

PROPOSED FISCAL YEARS 1975 AND 1976
COUNTY FAS PROJECTS

County	FAS	Section and Description	Programmed Amount	State's Share (rounded)
Klamath	959	Hwy. 97-Washburn Way Section South Side By-Pass, P.E.	$350,000	$39,000
Morrow	25-101	Alpine-Nelson Rd.-Hwy. 207 Section	410,000	45,000
Umatilla	30-137	Brownell Ditch (Old River Rd.) Br.	36,000	4,000
Umatilla	30-137	Hermiston Ditch (Old River Rd.) Br.	72,000	8,000
Union	31-124	Catherine Creek (Godley Lane) Br.	94,000	10,000
Washington	960	McKay Creek (West Union Rd.) Br.	200,000	22,000
		TOTAL	$1,162,000	$128,000

76-b
2/10/76

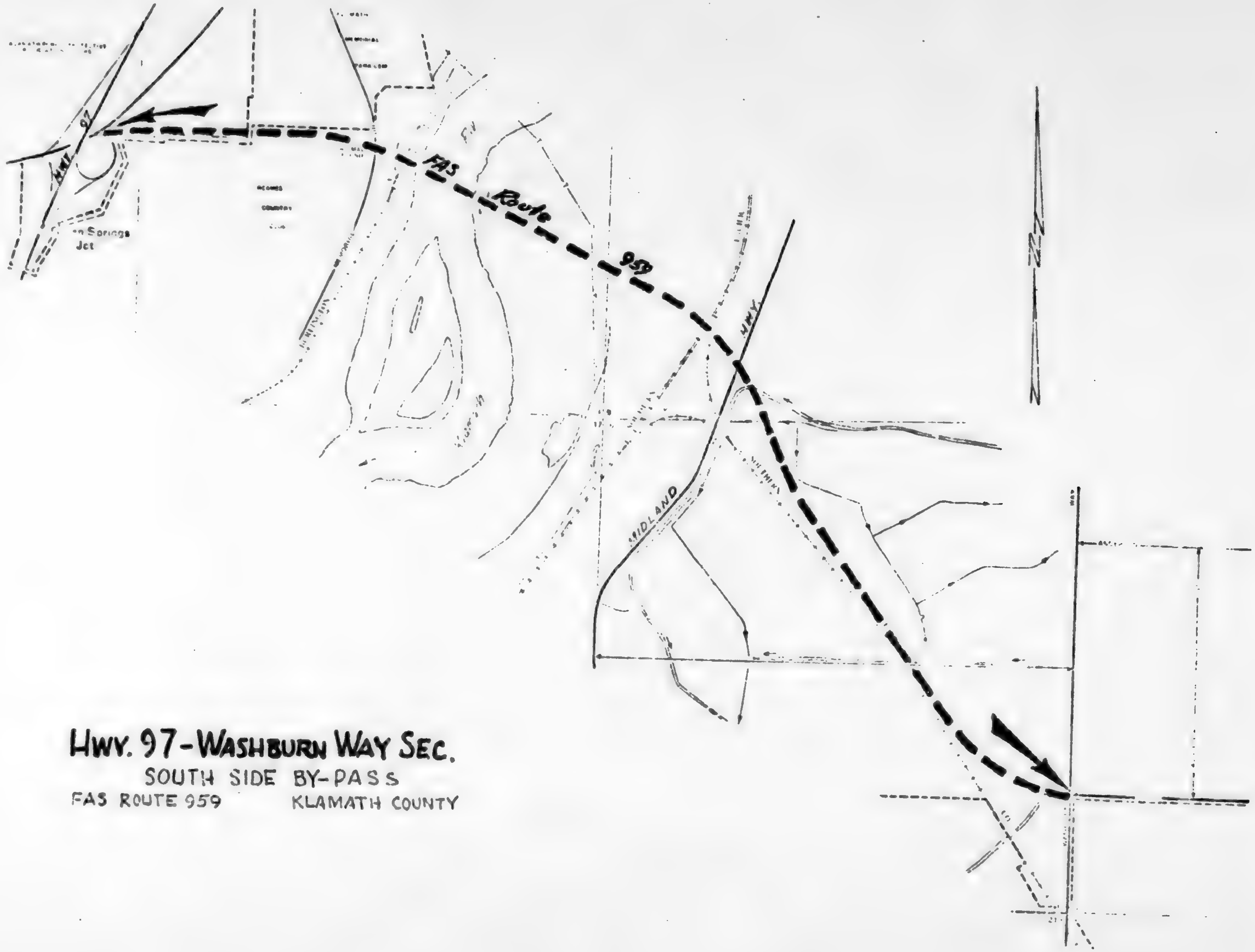
KLAMATH COUNTY
Proposed FAS-C Preliminary Engineering Project

FAS 959
South Side By-Pass
Highway 97-Washburn Way Section
Preliminary Engineering
$350,000

County with its own forces will perform phases of preliminary engineering including surveys, preliminary plans and estimates and preliminary environmental documents.

State will prepare final plans, specifications and estimate, award the contract, and prepare the Environmental Impact Statement.

76-b
2/10/76


HWY. 97
FAS Route 959
Springs Jct
HWY.
MIDLAND

HWY. 97-WASHBURN WAY SEC.

SOUTH SIDE BY-PASS

FAS ROUTE 959 KLAMATH COUNTY

1985 The Dalles/California- 10,171
Washburn Way Sec. of (South Side Bypass)
@ Klamath Falls. (Gr, pv, st, & sign)#1

C&A 5131 - 11/15/74

[illegible]
[illegible] Falls

DECEMBER 18, 1975 COMMISSION MEETING - DELEGATION

MR. ~~BRAD~~ Bryant WILLIAMS: Mr. Chairman, gentlemen, I'm the - I'm ~~Brad~~ Bryant Williams, County Commissioner in Klamath County and I bring you greetings from Klamath Falls. Our mayor could not be here today. He is vacationing in the Orient and has asked me to be the slane for today. We would like to thank the staff - Fred Klaboe has been very helpful in presentation that we're giving you this morning. On August 14th there were 14 of us met with Fred & discussed the proposal that we will give to you this morning and he asked us not to bring all of Klamath County back the next time, but if 4 of us would do this, we could do it. I have with us today two of the staff members - Al Cheyne who has been on the roads advisory committee for Klamath Falls and Klamath County for 15 years and is now Chairman, could give you a little bit of the background on that and then we will have Lyle Smith and Earl Chester give you a little more detailed set up of the proposal that we're giving you. So if I could give you Al Cheyne

MR. Cheyne: Is there a place that Earl can use — get the map. I would like to bring them up to date a little of our background - might start out by saying that as far back as 1936, they had an outside study run on the road system within the suburban and city area and what we might do to correct it. This survey called for another crossing on Klamath River which is an expensive item even in those days, and more so in these days. Because of this, another survey was run in the 40's by another firm with the same recommendations. And as Bryant pointed out, I was one of the appointees on the original roads advisory committee in 1960 and realizing that these other surveys had been made, and after looking at our ~~p~~ transportation system, we find that we have numerous state and county roads running north and south with just the one major road east and west, which is South 6th Street. The only other east-west movement was 5 miles to the south on ? Joe Wright Road, and Earl maybe you could point these out for the people. This is too far and too few. We have developed from that a plan where we would - we could possibly use ~~Hillard~~ Hilyard Avenue. This would give us an east-west movement and tie into South 6th Street near the Lakeview Junction. Because of construction costs and the inability of the county to handle them, this was delayed and we finally end up with ? Mazama mid-high and other residential buildings right in the middle of a road. So somewhat 5 years later, we find ourselves plumb down on LaVerne Avenue. The same thing happened to us on LaVerne Avenue. So it brings us to our present location which is the red designated on the map. ~~We~~ The - use of Johns Avenue and ? coming into Highway 39 off Airway Drive. We feel that it's a must. It's the only way that we could possibly see that we can remove the log trucks and other commercial trucking off the main street in downtown Klamath Falls. So we have met with a number of groups - the City, the County, the Chamber of Commerce, Timber Industry, ~~but~~ with our mills, our loggers, our truckers, our farmers, our cattlemen, our laboring groups, and other interested citizens, and we have 100% agreement on a plan that we want to present to you today, and I think I'll call on Lyle Smith to give you the details of that plan.

MR. LYLE SMITH: Mr. Chairman, this is what you call the 1, 2, 3 you see, and we have a little reserve back over here Earl - in case I need it. I don't want to bore you with a lot of details today; I'm sure that Fred has briefed you on this before and I'm sure you're aware of the need, and it is a joint need - both yours and ours. The yellow that's on this map, I don't believe Alvin mentioned - this is a proposed truck route - we have a truck route committee was formed in the county - quite a few different groups and citizens that have unanimously adopted this route as the way to relieve the trucks downtown. The truck route is an integral part of this whole unit and without Southside Bypass it just won't work. We met with Mr. Klaboe. He suggested - of course our first pitch was to use State funds on the westerly leg of this thing to finance the bridge. The only way we could handle it all and we could see the problem with State finance, and I don't have to mention you gentlemen, and Fred pointed this out in no uncertain terms to us, and was very clear. He did suggest that by shifting priorities under the 6-year construction program, it looked like we could probably swing this. It did have to be within the community and with the approval of the community. We have all these various groups that were represented at our meeting with Mr. Klaboe. All of them are in agreement ~~wi~~ of - shifting these priorities and pulling this off your Six-Year Construction Program on the Malin Section and putting it over onto the westerly leg of the bypass. The other thing that we asked Mr. Klaboe at that time was if we could get the FAS designation and get our route established on this westerly leg. Fred, I'd like to thank you at this time. You went to bat and we now have it as FAS Route 959, and I do thank you for your prompt action on this. ✓ But in short, what we're proposing is that there are $3.9 million this 1980 estimated cost on the OR 39 Highway - transfer that $3.9 onto the westerly section of the southside bypass from Washburn Way to Highway 97. It gives us a direct connection with the interchange of Hwy. 97, Hwy. 66, and ~~p~~ then flips right over into Hwy. 140 on the Orindale Road - goes to Lake of the Woods to Medford. Our current cost estimate of this westerly leg from 97 to Washburn Way - this includes the bridge over the Klamath River, the road, one railroad overpass, and a truck route interchange is

$4.2 million. We have ~~estimated~~ escalated this up to a 1980 cost estimate of $5.3 million. And gentlemen this leaves us $1.4 million short. We are planning on using our FAS Funds ~~of~~ or FAS-C Funds for this. The Association of Oregon Counties at their meeting in November approved a new formula distribution and now we can borrow ahead five years in advance, and our deadline to commit these funds is 1978. Klamath County is sitting with a number 6 priority in the State of Oregon today out of the 36 Counties. We anticipate by 1978 we'll probably be number 1 on the priority list, which means that we have to commit our funds by 1978 or we're going to start lo~~o~~sing them. We've been saving these funds for several years just for the southside bypass. With this new formula, we can put this into action and put them on this program. So we propose to throw all of our FAS Funds onto this for the 5 year advance borrow - the maximum that we can borrow and this will finance the balance of the $1.4 million that we need. We're proposing the County purchase all right of way for the bypass and also for the truck route. The minute that ~~we~~ you give us your approval on transferring these funds, the same time we will start our EIS Study. When the EIS Study is completed, we'll begin right of way purchase for both routes. We're proposing we finance all construction costs from Washburn Way to Highway 39. This is within the FAU boundary and as you are aware, this is a new boundary that was set - this was eligible for FAS but is not now; it is FAU - within FAU boundary, but we're not planning on using FAU money on this. We will construct it all without any Federal or State aid. Our estimate of cost on that section is $1.2 million. We'll begin construction in the year 1978 and complete it in 1981. This amounts to approximately $400,000 a year for Klamath County, and gentlemen, believe me, that is all of our construction budget. We're scraping the bottom of the barrel. I'd like to impress on you the need for the immediate action on this. The new FAU boundary does prohibit the use of any FAS funds in that section as I've already pointed out. And I've also pointed out there are funds that have been saved southside bypass and a portion of these would be lost if not committed by 1978. Our estimates on the EIS study is at 1½ year to complete it. Which means that we have to move right now to get this committed by 1978. South 6th Street and the downtown area as Alvin mentioned are in immediate need of truck and traffic relief. A real good point that I think you'd be interested in is you have some problems on the Klamath River Bridge on Hwy. 97 today - some narrow inadequate stretches. Our estimates from the traffic counts, and you'll see some traffic counts on this small map that was passed out to you, is that we will relieve 2400 cars a day on that bridge. Isn't going to solve your problem, it is sure going to give you sometime - We'll help you out 'cuz you have a problem that you're going to have to face up to one of these days pretty soon on that bridge. Currently there is a downtown study being performed by an outside consulting firm, and they're number 1 recommendation on this is that - remove those trucks from main street. Downtown merchants are pushing hard for this and we don't - and the truck route - we'll get the EIS study in. We'll purchase the right of way, financing ~~our~~ on it as Don Harwell said this morning is (spelling) munyauna. We're not sure when we're going to get the financing on it, but we have to start today or we aren't going to get this project off the ground. I would be willing to answer any questions the Commission may have.

JACKSON: We're awaiting the outcome of some Legislative action ~~that~~ at the congressional level and Fred has discussed this thing with the Commission. We've ~~done~~ got some contingencies here that have to be looked at and we'll try to get back to you in February on this thing.

MR. Smith: In Febnary?

JACKSON: Yeh.

MR. SMITH: We understand that money is real iffy from the Federal level. ~~We~~ You know your position. It's iffy on our level. We would like - if there's anyway we can do it - get these - this funds transferred over there regardless of what happens on the Federal level or even our level. It doesn't mean that it couldn't be changed in the future - you know - something comes up.

JACKSON: I'm sorry to hear ~~that~~ about the conditions in Klamath County. We were about ready to ask you fellows to loan us some money. Will February be soon enough for you if we ~~get these~~ give you an answer then?

SMITH: Yes, Sir. That would be great.

JACKSON: All right.

SMITH: Thank you very much.

WALSH: Fred, one last question ~~is that~~ - if the transfer is made, then what happens on the Malin Junction - Henley Section. Does that get pushed back or?

KLABOE: That would be put back and be considered on future programs when funds become available

Smith: It's a Matter of priority, Mr. Walsh.

JACKSON: Yeh.

Smith: We have certainly considered it and this section does need work, and we are not going to help it when we put more traffic on that section when this is constructed - lot of trucks are going to be going right down over that section of road. We understand this, but as a matter of priority, this is number 1.

JACKSON: Well, you fellas, set the priorities. You want to change, why~~, I~~ think it's ~~well, to~~ up to us to try to cooperate.

SMITH: Thank you sir.

Williams Mr. Chairman, I would like to make one more comment. The City of Klamath Falls and Klamath County joined into a study for the market area downtown. We had CH2 Hill & Company that made this study - they contracted part of this off to a San Francisco firm, and Mr. Smith who was making the study said that Klamath Falls was quite unique - this is the only place that he has ever seen tandem logging trucks dragging down main street. So we are in trouble and we need some help. Thank you.

JACKSON: Yeh. I've been over there looking at it. I agree with you. Anything else to come before this meeting? We're adjourned.

OREGON TRANSPORTATION COMMISSION

Delegation Klamath County - Public Works Department

Date December 18, 1975

Time 10:45 a.m.

Name	City or Town	Capacity
Bryant Williams		County Commissioner
Alvin Cheyne		Chairman, County Roads Advisory Committee
Lyle Smith		County Director of Public Works
Earl Kessler		Assistant County Engineer

DECEMBER 11, 1975

SOUTHSIDE BYPASS ACTION PLAN
KLAMATH COUNTY, OREGON

I. Background Data

A. The route location is established from Highway 97 to Highway 39. F.A.S. Route 959 from Highway 97 to Washburn Way and F.A.U. Route 2228 from Washburn Way to Highway 39. An E.I.S. is needed on F.A.S. Route 959 before right-of-way purchase.

B. Location East of Highway 39 to Olene is not firm and this leg will be delayed until right-of-way and financing is firm on portion from Highway 97 to Washburn Way. E.I.S. needed before right-of-way purchase.

C. County will purchase all right-of-way with no Federal Aid. Purchase is nearly complete from Highway 39 to Homedale Road. County has contracted with State and work is progressing now on purchase from Homedale Road to Washburn Way.

D. Truck Route Committee approved truck route connecting Southside Bypass West of Old Midland Road and running northerly to Spring Street. This route also approved by all other citizen groups, City and County officials. This route will be included in E.I.S. and right-of-way purchase at same time as westerly leg of Southside Bypass. This route is an integral part of the traffic circulation plan.

E. An Action Plan to locate, finance and schedule construction of the Southside Bypass was adopted by all local groups and presented to State officials. Five (5) local public information meetings were held in 1975 with much publicity. 100% agreement was obtained on the immediate need and the plan by City, County, Chamber of Commerce, Roads Advisory Committee, Truck Route Committee, major timber companies, mills, loggers, truckers, downtown merchants and citizens. The plan was presented to Regional Highway Division and Federal Highway Administration officials on June 25, 1975 and to Fred Klaboe in Salem on August 14, 1975 by fourteen (14) local officials and citizens.

F. Fred Klaboe suggested shifting priorities within the six-year construction program if it was within and agreeable to the community. All local groups are in favor of shifting OR 39 funds to the Southside Bypass. Mr. Klaboe also agreed to expedite placing the westerly leg on the F.A.S. system. This was accomplished and approved by the Federal Highway Administration on September 2, 1975.

II. Action Plan

A. Meetings with local citizens and State Highway Division officials have been completed. Obtain commitment of funds and proceed with E.I.S. requirements and right-of-way purchase.

B. Final route location to be determined only after E.I.S. completed.

C. "Package" Offer to State

1. State transfers funds from Six Year Construction Program, F.Y. 1980, OR 39, Malin Junction - Henley Section = $3,900,000.00 to finance segment from Highway 97 to Washburn Way. Current cost estimate: bridge, road, railroad overpass and truck route interchange = $4,200,000.00. 1980 cost estimate = $5,300,000.00. Balance needed = $1,400,000.00.

2. New F.A.S. Fund Distribution formula approved by A.O.C. Deadline to commit = 1978. Allows five-year advance borrow. Present priority = 6. County commits F.A.S. funds by 1978 with five-year advance borrow to finance balance of $1,400,000.00 as F.A.S. project.

3. County purchases all right-of-way for Bypass and Truck Route to City limits.

4. County finances all construction costs, Washburn Way to Highway 39 (within F.A.U. boundary, but not F.A.U. project). No Federal or State Aid. Estimate = $1,200,000.00. Construction to begin F.Y. 1978 and complete F.Y. 1981.

III. Need for Immediate Action

A. New F.A.U. boundary prohibits use of F.A.S. funds from Washburn Way to Highway 39.

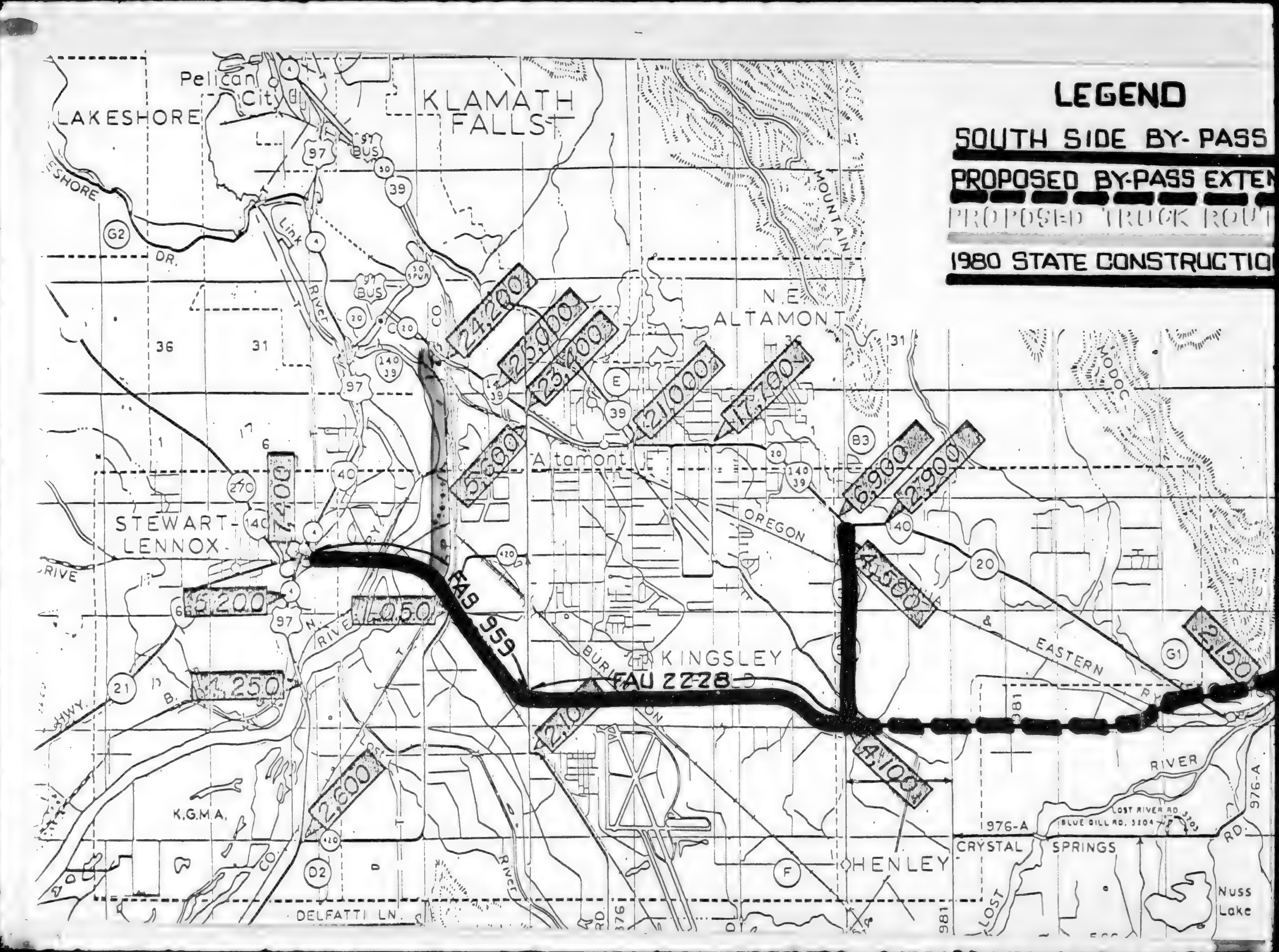
B. F.A.S. funds have been saved for Southside Bypass, but a portion will be lost if not committed to a project by 1978.

C. E.I.S. requirements will delay final corridor determination about 1 1/2 years.

D. South Sixth Street and Downtown Area need immediate traffic and truck relief.

E. Will relieve about 2,400 A.D.T. over Klamath River Bridge on Highway 97.

F. Downtown Study being performed by CH_2 M/Hill recommends trucks be removed from Main Street as soon as possible.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SOUTH SIDE BY-PASS
PROPOSED BY-PASS EXTEN
PROPOSED TRUCK ROUT
1980 STATE CONSTRUCTIO
KLAMATH FALLS
Pelican City
LAKESHORE
ESHORE DR.
N.E. ALTAMONT
Altamont
STEWART-LENNOX
KINGSLEY
OREGON & EASTERN RY.
MOUNTAIN
MODOC
HENLEY
CRYSTAL SPRINGS
RIVER
Link River
Nuss Lake
K.G.M.A.
DELFATTI LN.
FAS 959
FAU 2228
LOST RIVER RD. 3203
BLUE GILL RD. 3204
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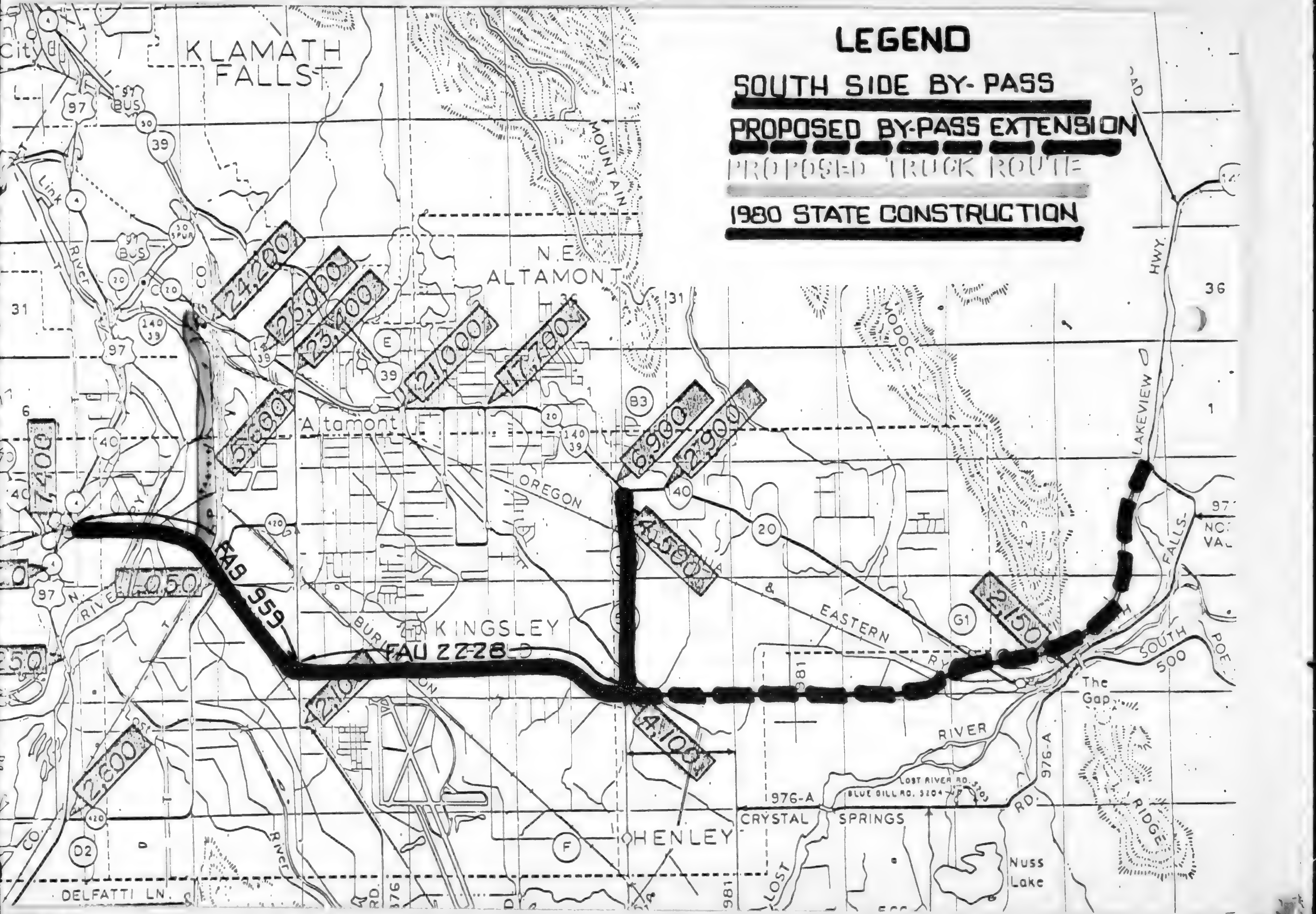
LEGEND
SOUTH SIDE BY-PASS
PROPOSED BY-PASS EXTENSION
PROPOSED TRUCK ROUTE
1980 STATE CONSTRUCTION
KLAMATH FALLS
N.E. ALTAMONT
Altamont
KINGSLEY
HENLEY
MOUNTAIN
MODOC
LAKEVIEW HWY.
FALLS
SOUTH
POE
The Gap
RIDGE
Nuss Lake
CRYSTAL SPRINGS RD.
LOST RIVER
DELFATTI LN.
OREGON & EASTERN RY.
Link River
FAS 959
FAU 2228
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LOST RIVER RD. 3203
BLUE GILL RD. 3204

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

December 5, 1975

FROM: Victor D. Wolfe
Location Engineer

SUBJECT: Klamath Falls Southside Bypass
Klamath County Proposal

TO: E. S. Hunter
Deputy State Highway Engineer

A delegation from Klamath County is scheduled to appear before the Transportation Commission at the December 18 meeting. Their stated purpose is to request that funds intended for use on the Malin Junction to Henley Section of the primary State highway, Klamath Falls-Malin, be used instead for constructing a portion of the Southside Bypass of Klamath Falls proposed by the County.

Informational data relative to these projects are included herewith for the Commission's use at the meeting.

Att.

WNH:mc

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE August 14, 1975

TO Memo to the File

F B Klaboe

FROM F. B. Klaboe, Administrator
and State Highway Engineer

SUBJECT Delegation from Klamath County
Southside Bypass

Attached is a written proposal submitted at a meeting today with representatives from Klamath County concerning the Southside Bypass in Klamath Falls. A list of those in attendance is also attached.

Lyle Smith, Klamath County Public Works Director, explained their proposal and emphasized that this plan had 100 percent support from the Board of County Commissioners, Klamath Falls City Council, Advisory Committees, civic groups, private industry, etc. They have made application to place this route location on the FAS system. When final approval is received, they will begin the Environmental Impact Statement process, hold necessary public hearings, and will request the Highway Division to prepare the statement. Once the environmental requirements have been met, the County will acquire any additional right-of-way needed.

Several people spoke on behalf of their respective interests as to the need for the project and they believe it is essential to the economy and growth of their community. They feel it is necessary from the standpoint of safety and economy to remove the log and freight trucks from South 6th and Main. They calculate a savings of $429,000 yearly in fuel costs to motorists by using this shorter route.

The County has accumulated $401,000 in their FAS account toward this project and is concerned about risking loss of these funds. They are asking the State to contribute $3.2 million.

I explained that the financial situation was very indefinite until a new Federal Aid Highway Act is adopted, and the President's proposal to Congress is weighted in favor of the Interstate System (which is not very encouraging to Klamath County). There is no way of knowing at this time what amounts of money will be available and in what categories.

I summarized the alternatives as I saw them:

(1) The last Legislature passed an Act (SB 448) to allow the Transportation Commission to sell $50 million in bonds so that counties and cities could borrow needed funds, with the repayment taken from their future gas tax revenues.

Mr. Smith indicated that this suggestion had been discussed but they were extremely reluctant to incur this much indebtedness, their maintenance program would suffer, and the time frame would be much too long.

(2) The State could come up with the $3.2 million. I explained that our construction required Federal Aid. Those F.A. funds are out on contracts or committed to contracts getting under way. I also advised that the Commission adopted the Six-Year Construction Program tentatively committing all F.A. secondary funds to those listed projects, based on the assumption we would receive essentially the same amounts of money under a new Federal Aid Highway Act, for the next six years. I also pointed out, if the President's proposal is passed by Congress in its present form, FAS and FAP funds (ABC funding) will be cut from $49 million to $27 million in Oregon.

(3) Revision of priorities on the Six-Year Program. Klamath County has a project listed for Fiscal Year 1980, Malin Junction-Henley Section, Klamath Falls-Malin Highway, in the Program. I advised that we would be holding public hearings next spring to provide an opportunity to revise priorities on the program.

Those present agreed that this was a very real possibility which they would pursue.

I was asked about the possibility of bonding the project and explained that the Transportation Commission had instructed that there be no more bonds sold for this biennium. However, I did point out there was a possibility (if some miracle occurs) that there could be more money available in future years.

For the present, Mr. Smith indicated it would be helpful if we could help speed up their FAS route application and Don Harwell, County-City Engineer, will assist them in that effort.

In conclusion I said I would bring their proposal to the attention of the Transportation Commission for their consideration. Those present indicated they would be willing to appear personally before the Commission to answer any questions. I suggested a small delegation--two or three people--knowledgeable of the technical details and economic factors would be appropriate at some future meeting after the Commission has had an opportunity to review the proposal.

I did suggest, in the meantime, that we continue working on this project so, in the event a funding opportunity materializes, we will be in a position to proceed immediately.

cc: Oregon Transportation Commission
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rulien
Don Harwell
Carl M. Williams
John Gunter

srb

INFORMATIONAL REPORT
SOUTHSIDE BYPASS OF KLAMATH FALLS AND
MALIN JUNCTION-HENLEY SECTIONS
KLAMATH FALLS-MALIN HIGHWAY

A change in priorities in the Six-year Construction Program is proposed by Klamath County: (a), delete funding for improvement of the Malin Junction-Henley Section of the Klamath Falls-Malin Highway, a State Primary; and (b), commit these funds to the Federal-aid Secondary designated Route No. 959, a county road proposal.

Malin Junction-Henley appears on the Six-year Construction Program for improvement in 1980 with secondary rural funding. Present conditions and future considerations for this 3.3-mile section are:

Existing Condition

two 11-foot lanes with 4-foot shoulders

1974 ADT - 4,900

Design capacity, level of Service "C" - 4,500 ADT

3-year accident rate - 2.38

State rural average - 1.67

Assume southside bypass constructed and in use the entire length, Green Springs Interchange to Olene as depicted on the first sketch map hereafter

Projected Service Conditions

1974 ADT - 3,500

Would exceed design capacity of 4,500 by 1981

Future Considerations

2-Lane Improvement:

Two 12-lanes with 10-foot shoulders will exceed design capacity of 6,600 by 1982. Estimated cost is $3.2 million

4-Lane Improvement:

Four 12-foot lanes, 4-foot median and 10-foot shoulders. Design capacity, 28,000 ADT. Estimated cost is $4.6 million.

The west 3-mile link (FAS 959) of the proposed Southside Bypass is estimated to cost $5 million (reconnaissance basis). Procedural requirements to implement a project of this magnitude would probably take a minimum of five years.

The second map (urban area) in this booklet shows the estimated traffic volumes and capacities for a bypass, assuming it were in use today, for the entire length from the Green Springs Interchange to Olene. This estimate indicates that this bypass would only remove 1400 vehicles per day from the Malin Junction-Henley Section of the Klamath Falls-Malin Highway; therefore, the Malin Junction-Henley Section would still need improvement.

LEVELS OF SERVICE ON MULTILANE RURAL HIGHWAYS
As defined by the 1965 Highway Capacity Manual

Level of Service "B" - The higher speed range of stable flow with operating speeds of 55 to 60 MPH.

Level of Service "C" - Considered stable flow with operating speeds between 45 MPH and 55 MPH. Drivers have freedom to maneuver and flow can be maintained for extended periods of time.

Level of Service "D" - Approaches unstable flow with operating speeds 35 MPH. Fluctuations in volume and temporary restrictions to flow may cause substantial drops in operating speeds. Comfort and convenience is low and freedom to maneuver is restricted.

Level of Service "E" - Unstable flow with operating speeds about 30 MPH and volumes approaching capacity. There may occur short periods of stoppages.

Level of Service "F" - Forced flow condition at which operating speeds range downward from 30 MPH to stop-and-go type operation. Volumes vary widely depending on downstream capacity.

Operating Speed: The highest overall speed at which a driver can travel on a given highway under favorable weather conditions and under prevailing traffic conditions without at anytime exceeding the safe speed as determined by design speed on a section-by-section basis.

LEVELS OF SERVICE 2-LANE RURAL HIGHWAYS
As defined by the 1965 Highway Capacity Manual

Level of Service "A" - Free flow (speed not affected by volume; little or no delay) operating speed 60+MPH.

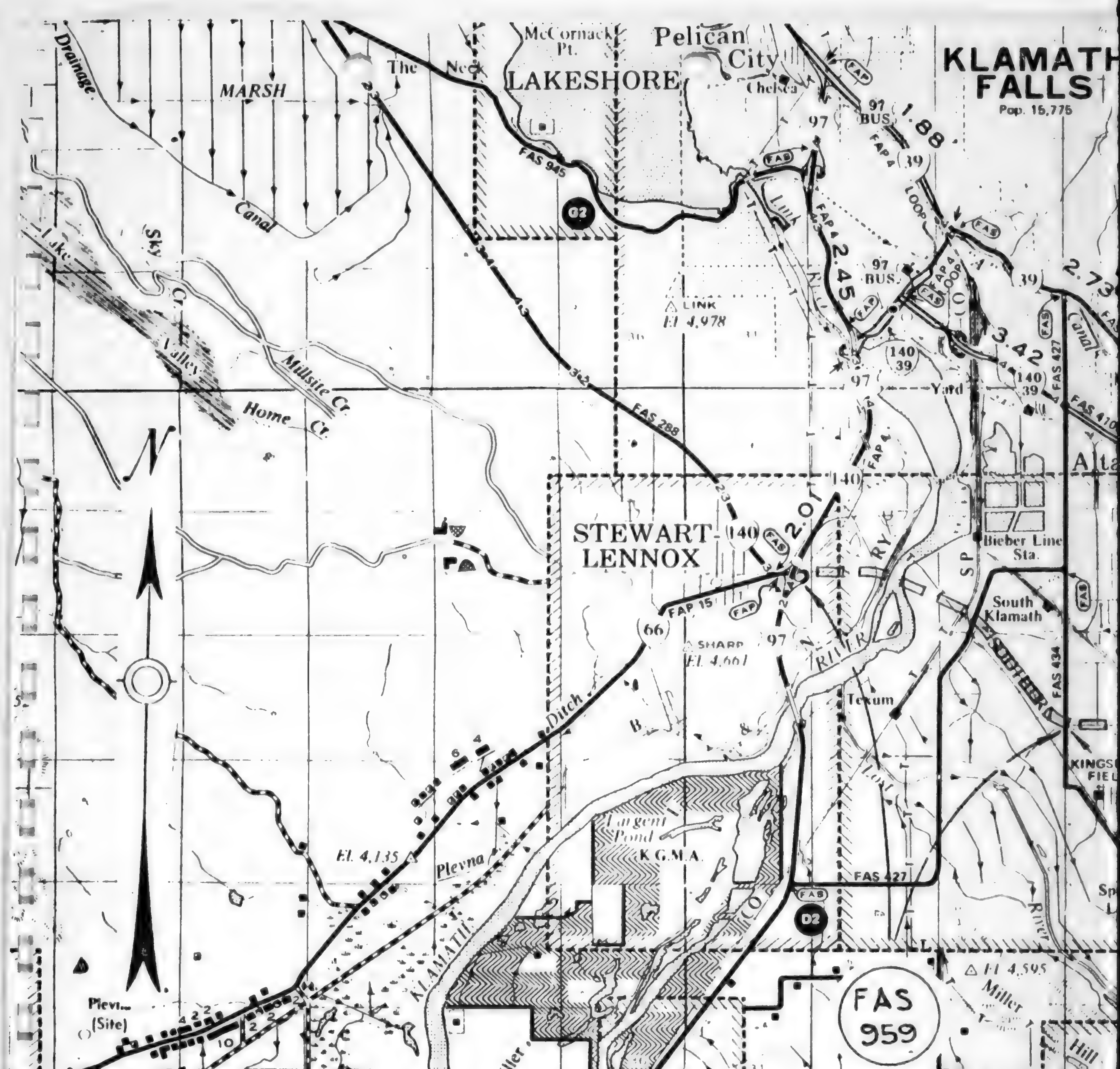
Level of Service "B" - Stable flow (most drivers must govern their speeds to volume condition) operating speed 50-60 MPH.

Level of Service "C" - Stable flow (Increased volume has direct affect on speeds) operating speeds 40-50 MPH.

Level of Service "D" - Unstable flow (Maximum volume attainable for short periods) operating speeds 35 MPH.

Level of Service "E" - Approaching forced flow (Breakdown begins) operating speeds 30 MPH.

Level of Service "F" - Forced flow (jammed; stop-and-go) speeds below 30 MPH.


KLAMATH
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Pop. 15,775
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McCornack
Pt.
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Lake
Sky
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LINK
El. 4,978
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LENNOX
SHARP
El. 4,661
Yard
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Largent
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K.G.M.A.
Ditch
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Plevna
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KLAMATH
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RIVER
Tule
Marsh
North
MIDLAND
FALCON
HEIGHTS
Miller
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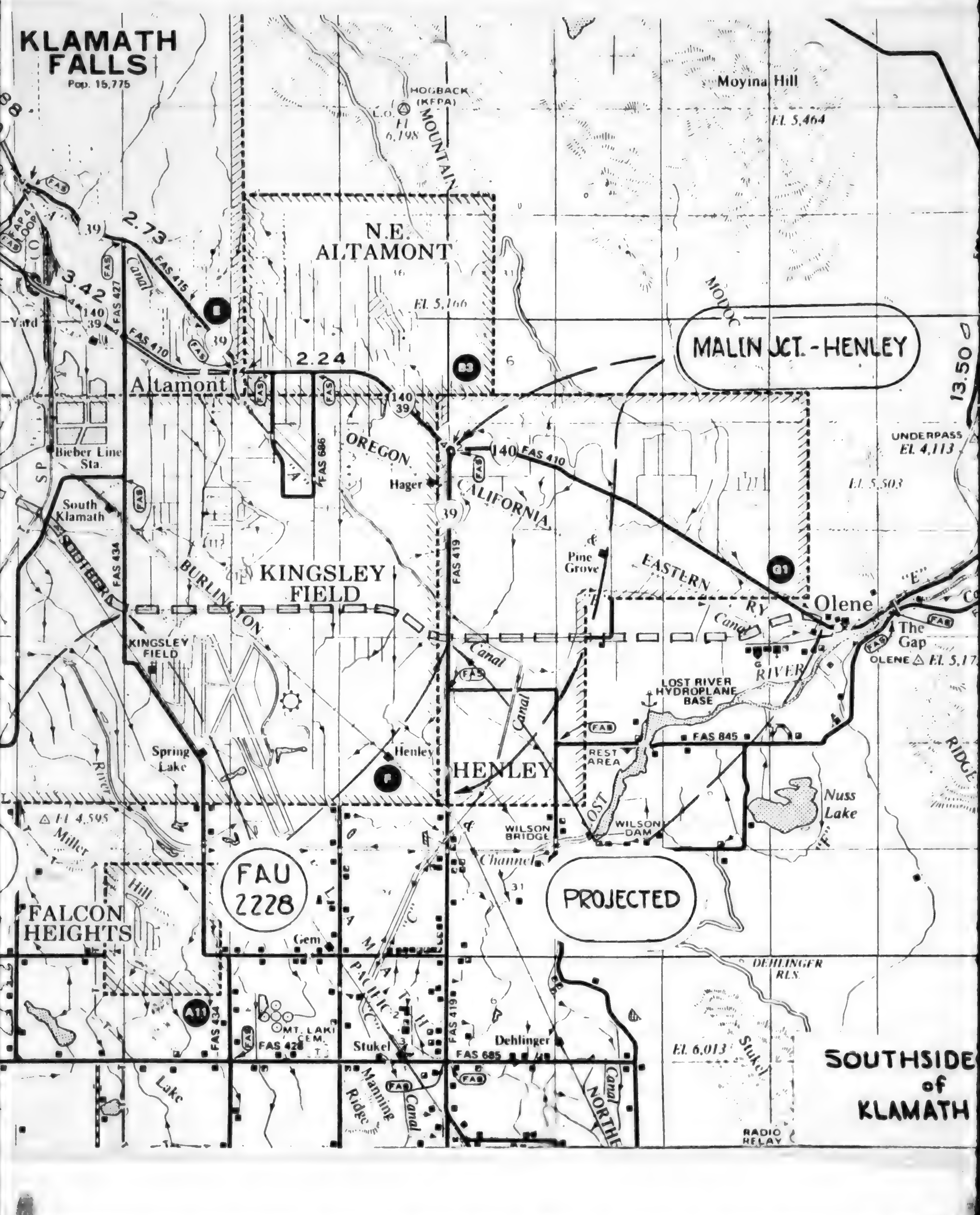
KLAMATH FALLS
Pop. 15,775
HOGBACK (KFPA)
L.O.
El. 6,198
MOUNTAIN
Moyina Hill
El. 5,464
N.E. ALTAMONT
El. 5,166
MODOC
MALIN JCT. - HENLEY
13.50
UNDERPASS
El. 4,113
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2.73
3.42
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FAS 415
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FAS 410
FAS 686
FAS 419
FAS 434
FAS 845
FAS 428
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Yard
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Bieber Line Sta.
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South Klamath
SOUTHERN
OREGON
CALIFORNIA
Hager
Pine Grove
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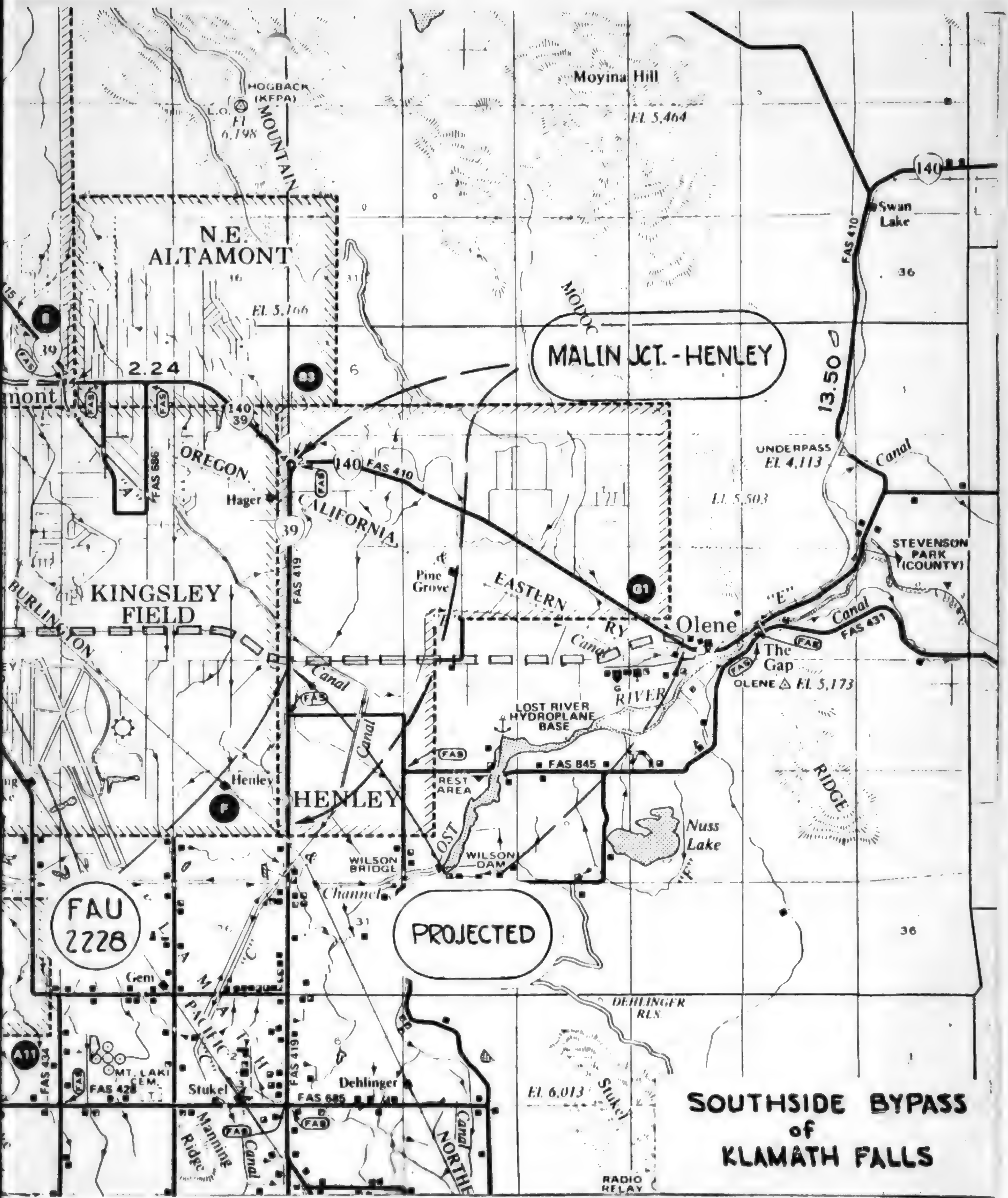
The Gap
OLENE El. 5,17
KINGSLEY FIELD
BURLINGTON
Canal
LOST RIVER HYDROPLANE BASE
RIVER
REST AREA
Spring Lake
Henley
HENLEY
LOST
WILSON BRIDGE
WILSON DAM
Nuss Lake
RIDGE
El. 4,595
Miller
Hill
Channel
FAU 2228
PROJECTED
FALCON HEIGHTS
Gem
KLAMATH
PACIFIC
"C"
MT. LAKI CEM.
Stukel
Dehlinger
DEHLINGER RLS.
El. 6,013
Stukel
Manning Ridge
Lake
NORTHE
RADIO RELAY
SOUTHSIDE of KLAMATH
B3
G1
F
A11



SOUTHSIDE BYPASS
of
KLAMATH FALLS

MALIN JCT. - HENLEY
PROJECTED
FAU 2228
13.50
2.24
N.E. ALTAMONT
KINGSLEY FIELD
HENLEY
Moyina Hill
El. 5,464
HOGBACK (KFPA)
L.O.
El. 6,198
MOUNTAIN
MODOC
El. 5,166
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CALIFORNIA
EASTERN RY
BURLINGTON
Hager
Pine Grove
Henley
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OLENE
El. 5,173
UNDERPASS
El. 4,113
El. 5,503
Swan Lake
STEVENSON PARK (COUNTY)
RIDGE
Nuss Lake
"E"
"F"
Canal
LOST RIVER HYDROPLANE BASE
RIVER
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REST AREA
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WILSON DAM
Channel
Gem
MT. LAKI CEM.
Stukel
Dehlinger
DEHLINGER RLS.
El. 6,013
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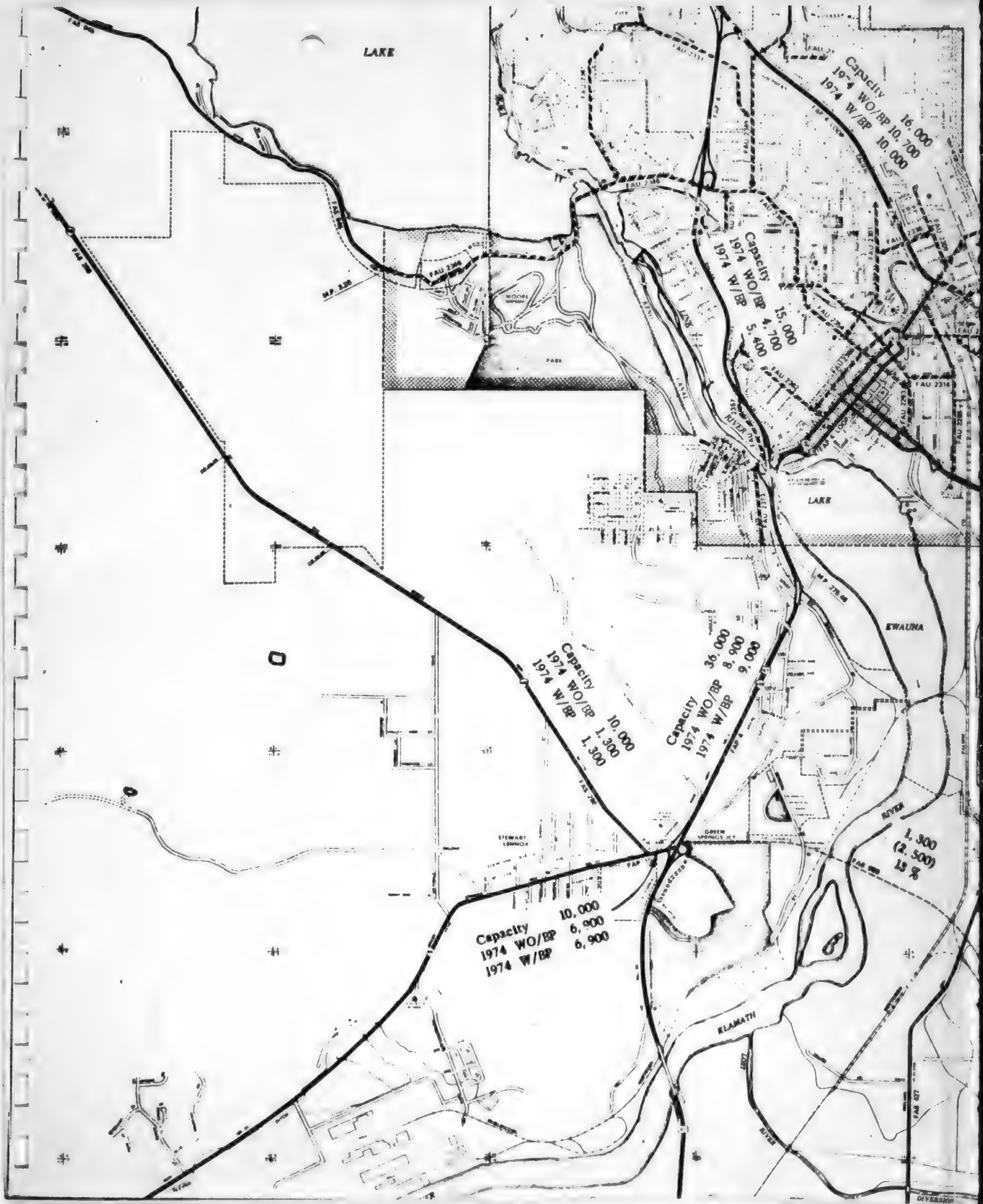
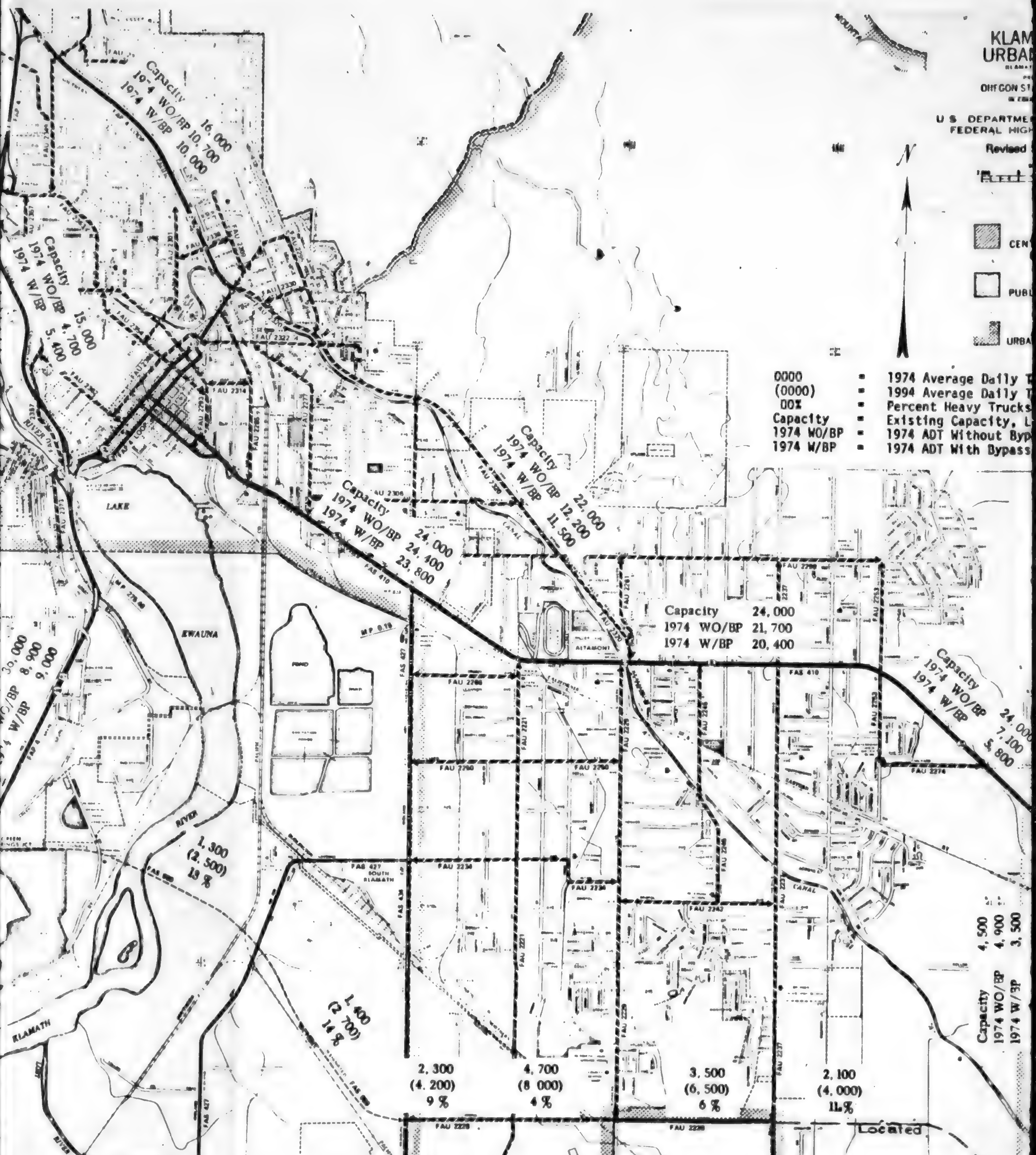

LAKE
Capacity 16,000
1974 WO/BP 10,700
1974 W/BP 10,000
Capacity 15,000
1974 WO/BP 4,700
1974 W/BP 5,400
LAKE
RIVER
LAKE
EWAUNA
Capacity 10,000
1974 WO/BP 1,300
1974 W/BP 1,300
Capacity 36,000
1974 WO/BP 8,900
1974 W/BP 9,000
GREEN SPRINGS JCT
STEWART LENNOX
1,300
(2,500)
13 %
RIVER
Capacity 10,000
1974 WO/BP 6,900
1974 W/BP 6,900
KLAMATH
FAU 2314
FAU 2357
DIVERSION


KLAM
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FEDERAL HIGH
Revised
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(0000) = 1994 Average Daily T
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Capacity = Existing Capacity, L
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1974 W/BP = 1974 ADT With Bypass
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1974 W/BP 10,000
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1974 WO/BP 12,200
1974 W/BP 11,500
Capacity 24,000
1974 WO/BP 24,400
1974 W/BP 23,800
Capacity 24,000
1974 WO/BP 21,700
1974 W/BP 20,400
Capacity 24,000
1974 WO/BP 7,100
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O/BP 8,900
W/BP 9,000
Capacity 4,500
1974 WO/BP 4,900
1974 W/BP 3,500
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(2,500)
13 %
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(2,700)
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(4,200)
9 %
4,700
(8,000)
4 %
3,500
(6,500)
6 %
2,100
(4,000)
11%
Located
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EWAUNA
RIVER
KLAMATH
DIVERSION
ALTAMONT
SOUTH KLAMATH
CANAL
POND
FAS 410
FAS 427
FAU 2330
FAU 2322
FAU 2314
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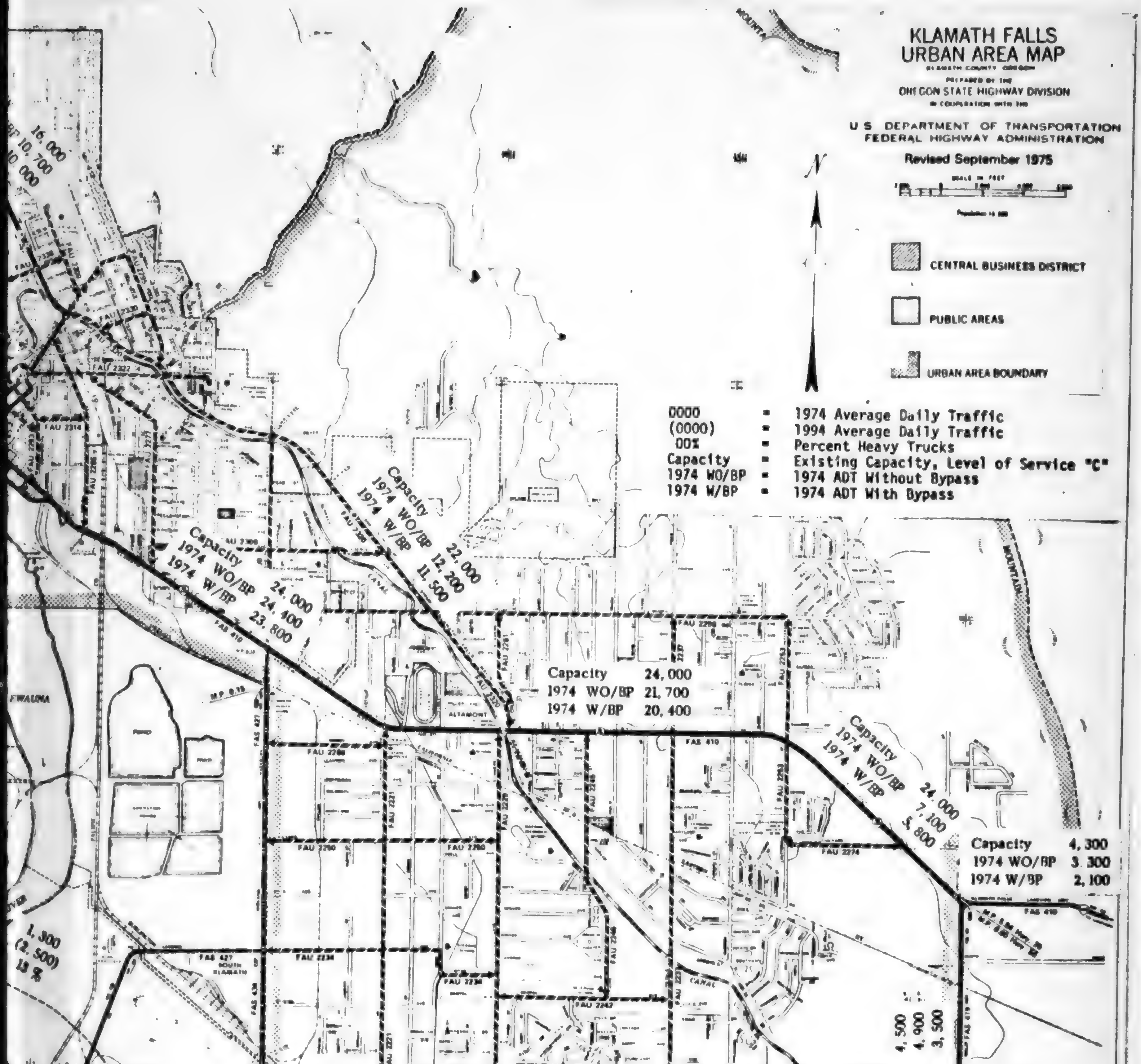
KLAMATH FALLS
URBAN AREA MAP
KLAMATH COUNTY OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH THE
U S DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Revised September 1975
SCALE IN FEET
N
CENTRAL BUSINESS DISTRICT
PUBLIC AREAS
URBAN AREA BOUNDARY
0000 = 1974 Average Daily Traffic
(0000) = 1994 Average Daily Traffic
00% = Percent Heavy Trucks
Capacity = Existing Capacity, Level of Service "C"
1974 WO/BP = 1974 ADT Without Bypass
1974 W/BP = 1974 ADT With Bypass
16,000
10,700
10,000
Capacity 22,000
1974 WO/BP 12,200
1974 W/BP 11,500
Capacity 24,000
1974 WO/BP 24,400
1974 W/BP 23,800
Capacity 24,000
1974 WO/BP 21,700
1974 W/BP 20,400
Capacity 24,000
1974 WO/BP 7,100
1974 W/BP 5,800
Capacity 4,300
1974 WO/BP 3,300
1974 W/BP 2,100
Capacity 4,500
1974 WO/BP 4,900
1974 W/BP 3,500
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(2,500)
13%
1,400
(2,700)
14%
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9%
4,700
(8,000)
4%
3,500
(6,500)
6%
2,100
(4,000)
11%
1,200
(2,300)
7%
Located
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FAU 2322
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FAU 2226
FAU 2221
FAU 2274
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FAU 2253
FAU 2220
ALTAMONT
SOUTH KLAMATH
EWAUNA
CANAL
MOUNTAIN
DIVERSION
MP 0.15

PUBLIC UTILITY COMMISSIONER OF OREGON

LABOR & INDUSTRIES BUILDING • SALEM 97310 • Telephone (503) 378- 6659

ROBERT W. STRAUB
GOVERNOR

CHARLES DAVIS
Commissioner

December 12, 1975

Mr. J. E. Chidsey, P. E.
Railroad & Utility Engineer
State Highway Division
Rm 5, Highway Building
Salem, OR 97310

1 Versteeg ✓
A. Olson
2 Terpin T
Scott
Swenson
R. Olson
Trout

RECEIVED
DEC 1[illegible] 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

Re: Crossing 25A-1.2, Washburn Way, Klamath Falls

Dear Jim:

You have expressed concern that the Oregon, California & Eastern Railway may intend to construct a spur track across Washburn Way at the above crossing without authorization from the Public Utility Commissioner.

On December 11 we received an application (unsigned) from the railroad, seeking authority to construct such a track. We also received verbal assurances from Mr. N. P. McKellips that his company has no intention to construct the track across your highway until proper authority has been granted.

We are returning the application to OC&E for signature. We also need a drawing showing the proposed track location. Dick Mather will make a field investigation of the proposed project next week. You will receive a copy of our initial letter of response to OC&E, which includes suggestions for possible amendments to the application to accommodate the widening project mentioned in your letter of October 9 (to Mr. McKellips).

It would probably save time and money for all concerned if the two matters--your widening project and the railroad's track project--could be handled under one request for authority and one order from this agency. This way also, the field work for both projects could be better coordinated.

REFERRED TO
Beard
Cole
Eriksen
Hager
Reed
Sample
Watson ✓ [✓ Watson] SW
Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

ORS 756.040(1) The commissioner . . . "shall represent the customers of any public utility, railroad, air carrier or motor carrier, and . . . he shall make use of the jurisdiction and power of his office to protect such customers, and the public generally, from unjust and unreasonable exactions and practices and to obtain for them adequate service at fair and reasonable rates."

Another point which has been discussed is whether or not the proposed spur track across Washburn Way is really necessary. The railroad contends that this arrangement will result in less blockage on the highway than if the spur track were constructed so as to cross Washburn Way. --- Also the railroad claims that additional spur track crossings to serve this proposed industrial park will not be necessary if the presently proposed track configuration is OK'd.

We will look forward to hearing from you as to the possibility of combining the two projects in one request for authority.

Yours very truly,

Dave Astle

David J. Astle
Assistant Commissioner
Rail-Air-Marine Program

DJA:br

cc: J. L. Sollis
J. F. Gunter, District Engineer
OSHD, 2557 Altamont Dr.
K.F., OR 97601
R. P. Campbell
R. A. Mather
D. A. Still

Encl. (1)

RECEIVED
DEC 15 1975
UTILITY UNIT

PUBLIC UTILITY COMMISSIONER OF OREGON

LABOR & INDUSTRIES BUILDING • SALEM 97310 • Telephone (503) 378- 6659

ROBERT W. STRAUB
GOVERNOR

CHARLES DAVIS
Commissioner

December 12, 1975

Mr. N. P. McKellips, Vice President and
General Manager
Oregon California and Eastern Railway Co.
P. O. Box 1088
Klamath Falls, OR 97601

Re: Pending Application--Crossing 25A-1.2, Washburn Way,
Klamath Falls

Dear Mr. McKellips:

Your application to construct a spur track across Washburn Way immediately adjacent to the existing main track at crossing 25A-1.2 has been received. We understand that you are anxious to obtain authority for this project, and we will do everything we can to expedite processing of this application. However, the application was not signed or notarized, nor was a drawing included which shows the proposed alignment of the Maywood spur track.

Mr. Richard Mather of our staff is planning to make a field investigation of the crossing with you next Tuesday, December 16. He will return the application to you at that time for signature. Upon receipt of the signed and notarized application and a drawing showing, to scale, the location of the proposed spur track, we will commence formal processing of this matter.

We also understand (in line with Mr. J. E. Chidsey's letter of October 9 with regard to this crossing) that the Highway Division is planning to widen the roadway at the crossing from two to four lanes of travel in the near future. We suggest that both projects be handled under one request for authority and one order of this agency. Thus, the comments which I include below will apply to both the railroad and the Highway Division in some cases.

Following are our comments on your application (in addition to those above):

Item 4 - Should be amended to show that this highway is under the jurisdiction of the Oregon State Highway Division, if that is the case.

ORS 756.040(1) The commissioner . . . "shall represent the customers of any public utility, railroad, air carrier or motor carrier, and . . . he shall make use of the jurisdiction and power of his office to protect such customers, and the public generally, from unjust and unreasonable exactions and practices and to obtain for them adequate service at fair and reasonable rates."

Item 6 - The Highway Division should be added as a party of interest. We will do this ourselves.

Item 10 - We believe that your intended answer is "no." If "yes" is appropriate, then we would have a difficult time approving this application.

Item 11a(2) - If we will be able to combine the proposed widening of Washburn Way at the crossing with the proposed spur track construction, it would be appropriate here for Highway Division to request an amendment to this item to show the width and configuration of the proposed roadway section at the crossing.

Item 11b(4) - Stated that nearest switch is 115' east of the crossing. Drawing attached to application shows a switch approximately 50' east of Washburn Way and does not show any switch at 115', nor does it show the proposed spur track.

Item 12 - We request that Highway Division show present and estimated future traffic volumes, if widening is to be accomplished under this same request for authority.

Item 14a - This item should be amended in one of two possible ways, as follows:

(1) If no widening--amend to show that existing signals will be relocated to include the new track.

(2) If widening to be accomplished along with construction of new track--amend to show installation of Standard 2B cantilevered flashing light signals plus Standard 4 gates. Funding for the cantilevered lights can be on the 75%-20%-5% basis pursuant to Chapter 537, 1975 Oregon Session Laws. Cost of relocating signals to conform to the new road and track alignment would be allocated between railroad and Highway Division on an agreed-upon basis.

Item 15, 16, 17 - If widening to be accomplished in this matter, then amendments to these items may be appropriate.

Item 18b - Believe this should be changed to show "Oregon State Highway Division" rather than the railroad.

Item 19a - We need to know what kind of devices will be used to activate the signals for train movements on the new spur track. If island circuits are proposed, then railroad stop signs should be installed in conjunction with them.

Item 19b - If widening to be accomplished, then longer gate arms will be required. This item should be reviewed with that in mind.

To help expedite processing of this application, we are sending a copy of this letter to the Highway Division even though they may not have seen a copy of the application as yet. It would be helpful to us if the amendments requested are submitted as soon as possible.

Please let us know if you have any questions.

Yours very truly,

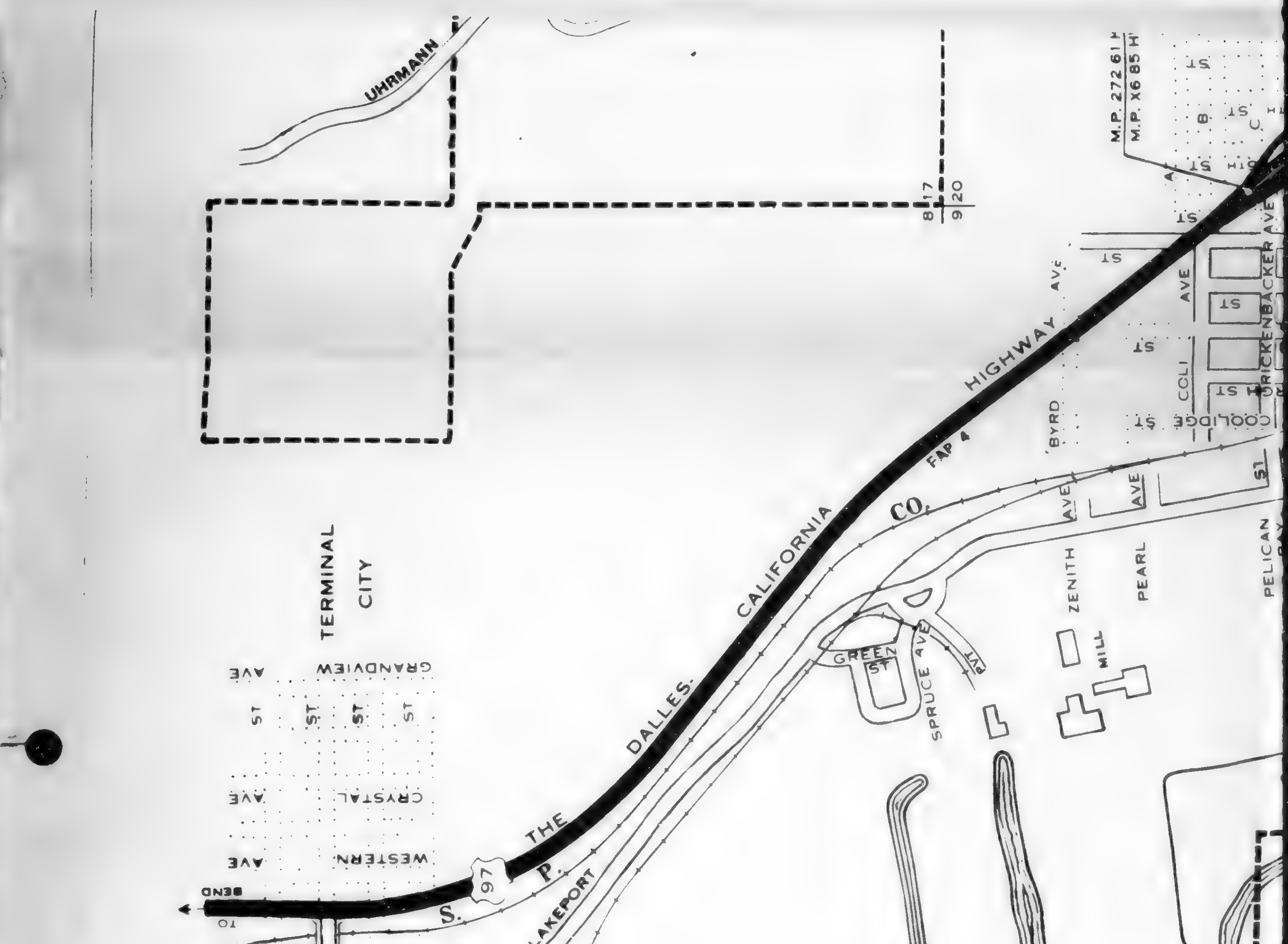
David Astle

David J. Astle
Assistant Commissioner
Rail-Air-Marine Program

DJA:br

cc: W. E. Chidsey, OSHD
R. A. Mather, OPUC
D. A. Still, OPUC
R. P. Campbell, OPUC
25A-1.2

RECEIVED
DEC 15 1975
UTILITY UNIT



THE DALLES CALIFORNIA HIGHWAY
FAP 4
97
TO BEND
S. P. CO.
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TERMINAL CITY
UHRMANN
GRANDVIEW AVE
CRYSTAL AVE
WESTERN AVE
PLUM AVE
JUNIPER AVE
MIDWAY AVE
SUMMIT AVE
HALO
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SHASTA
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GREEN ST
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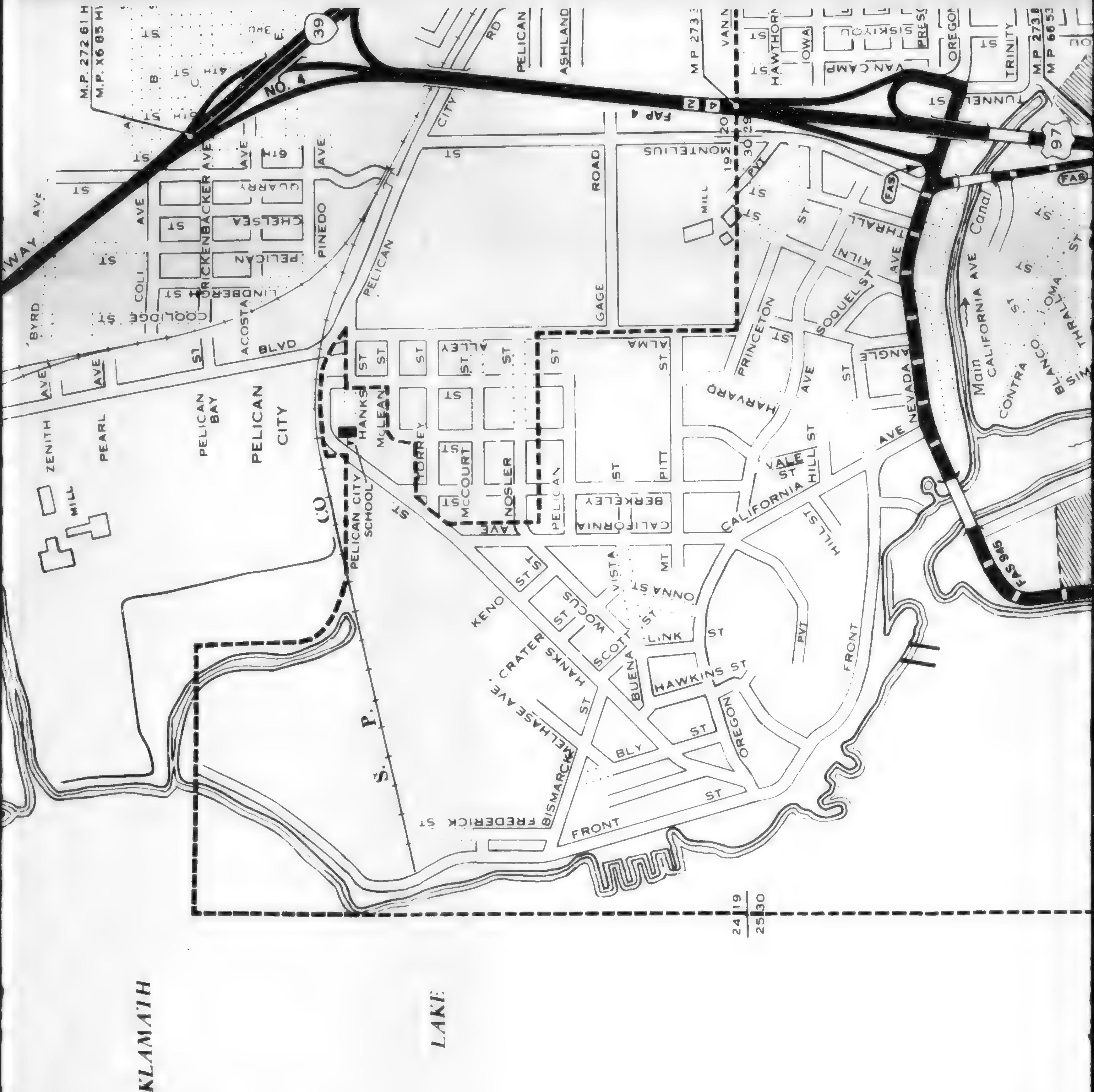
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VALE ST
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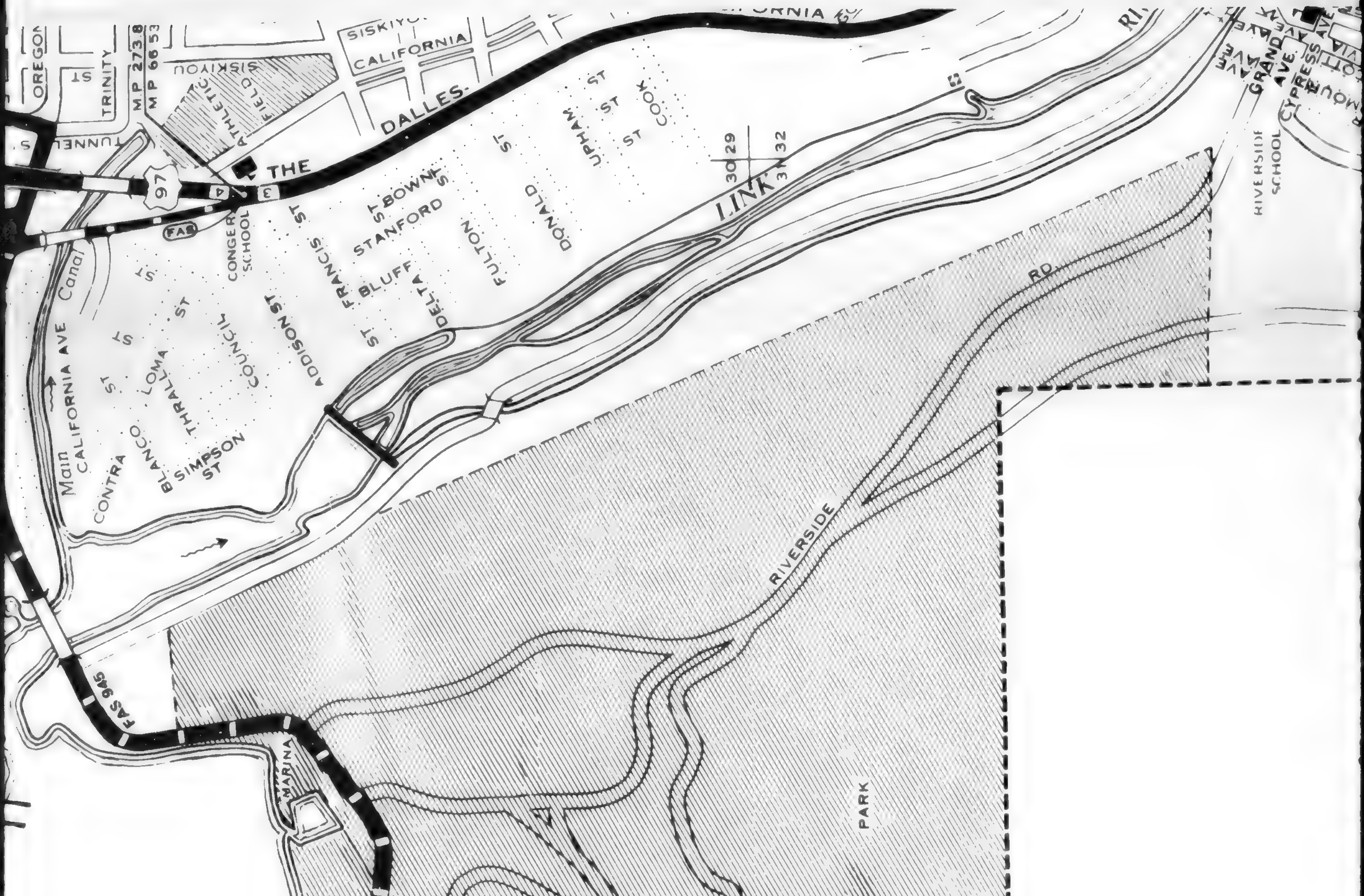
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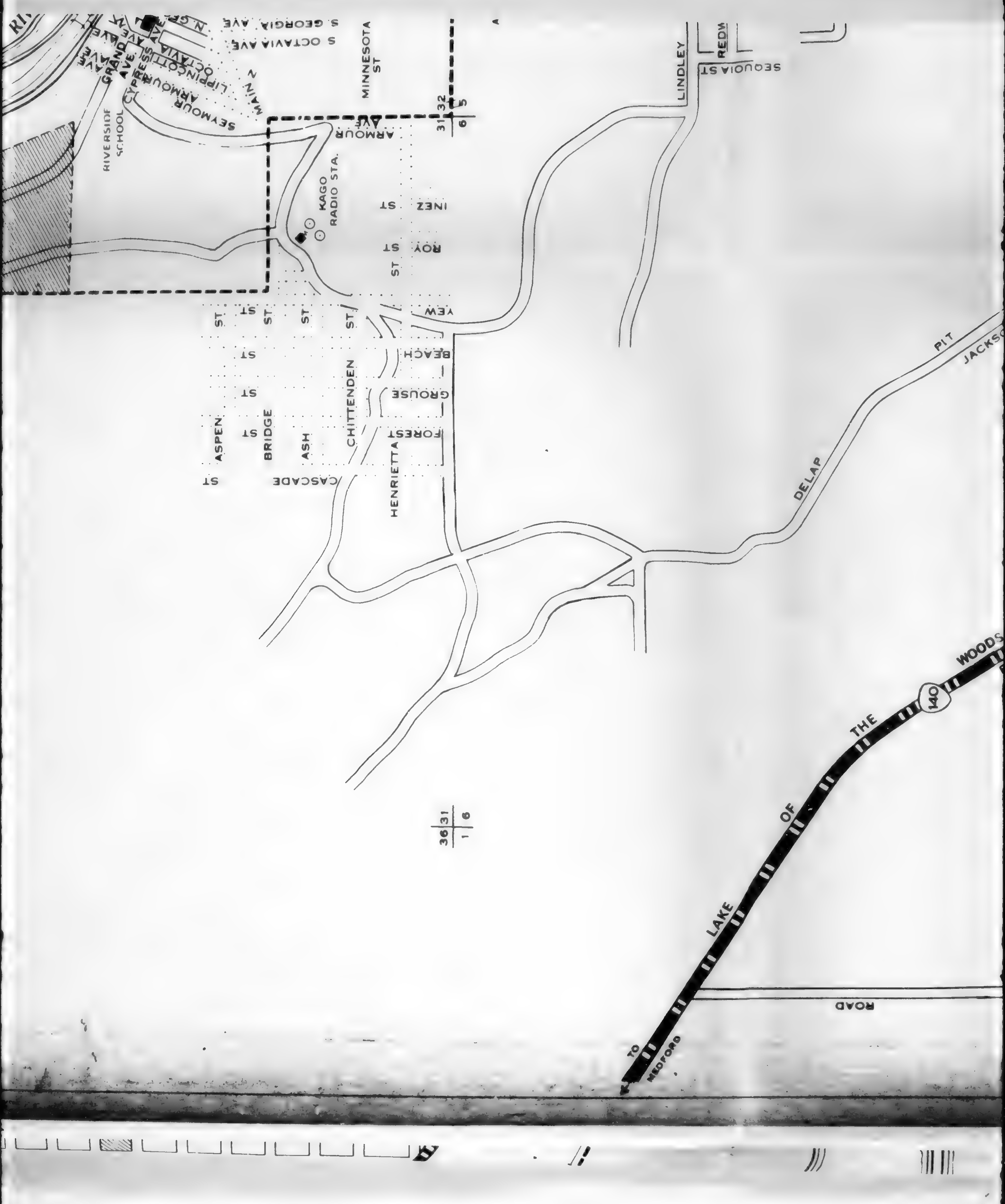
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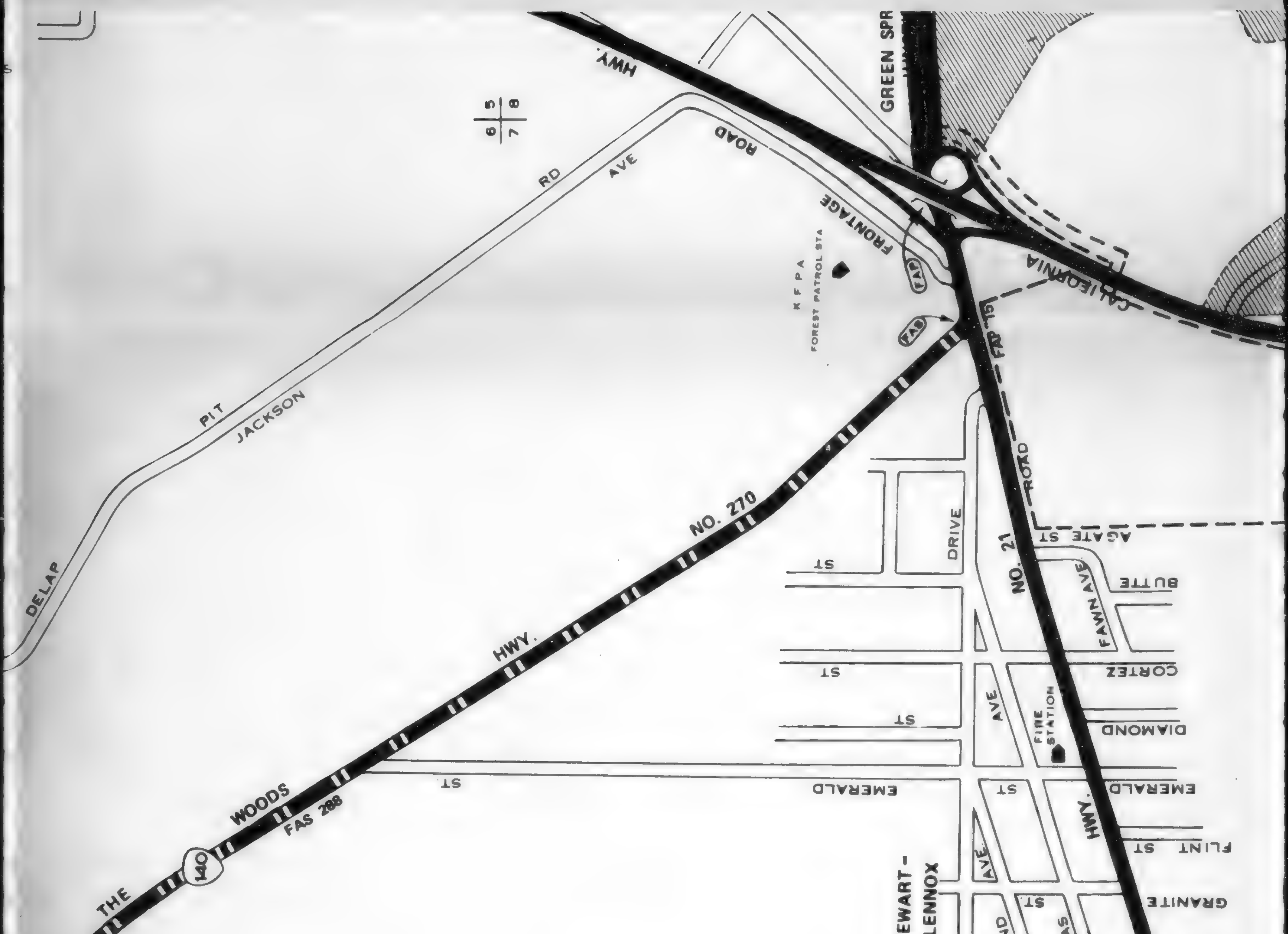
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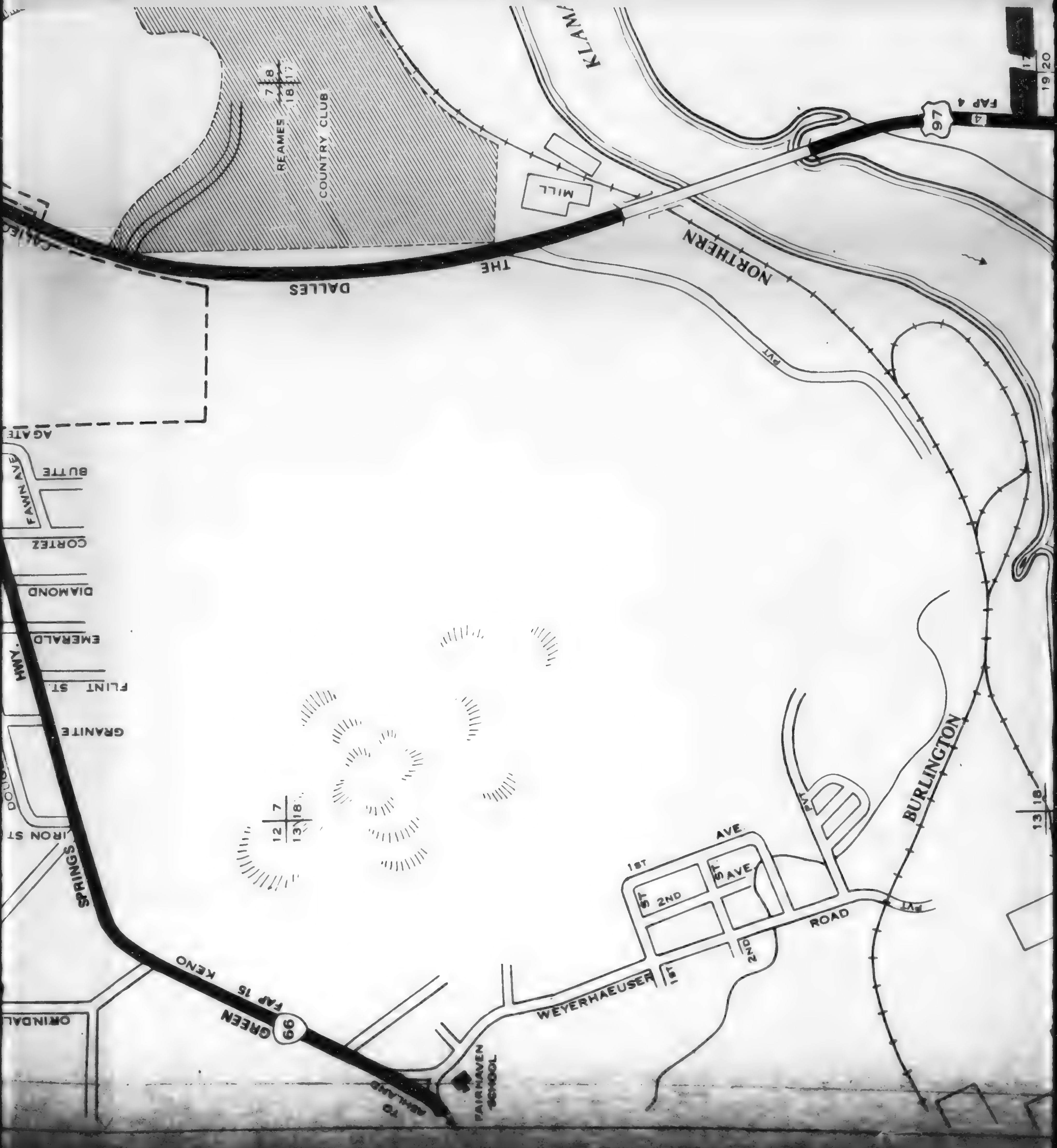
KLAMA
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MILL
THE DALLES
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AGATE
BUTTE
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CORTEZ
DIAMOND
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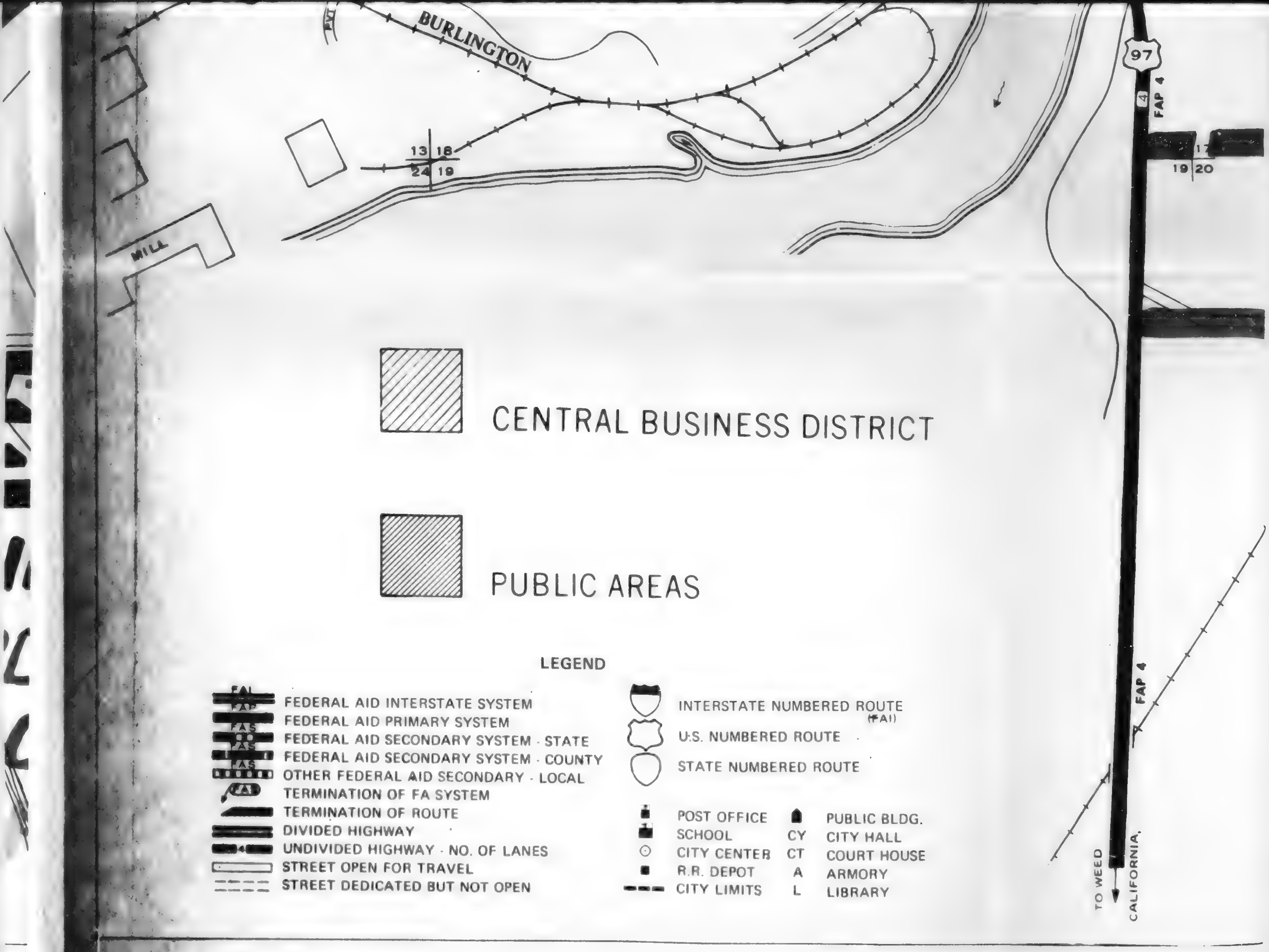
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STATE NUMBERED ROUTE
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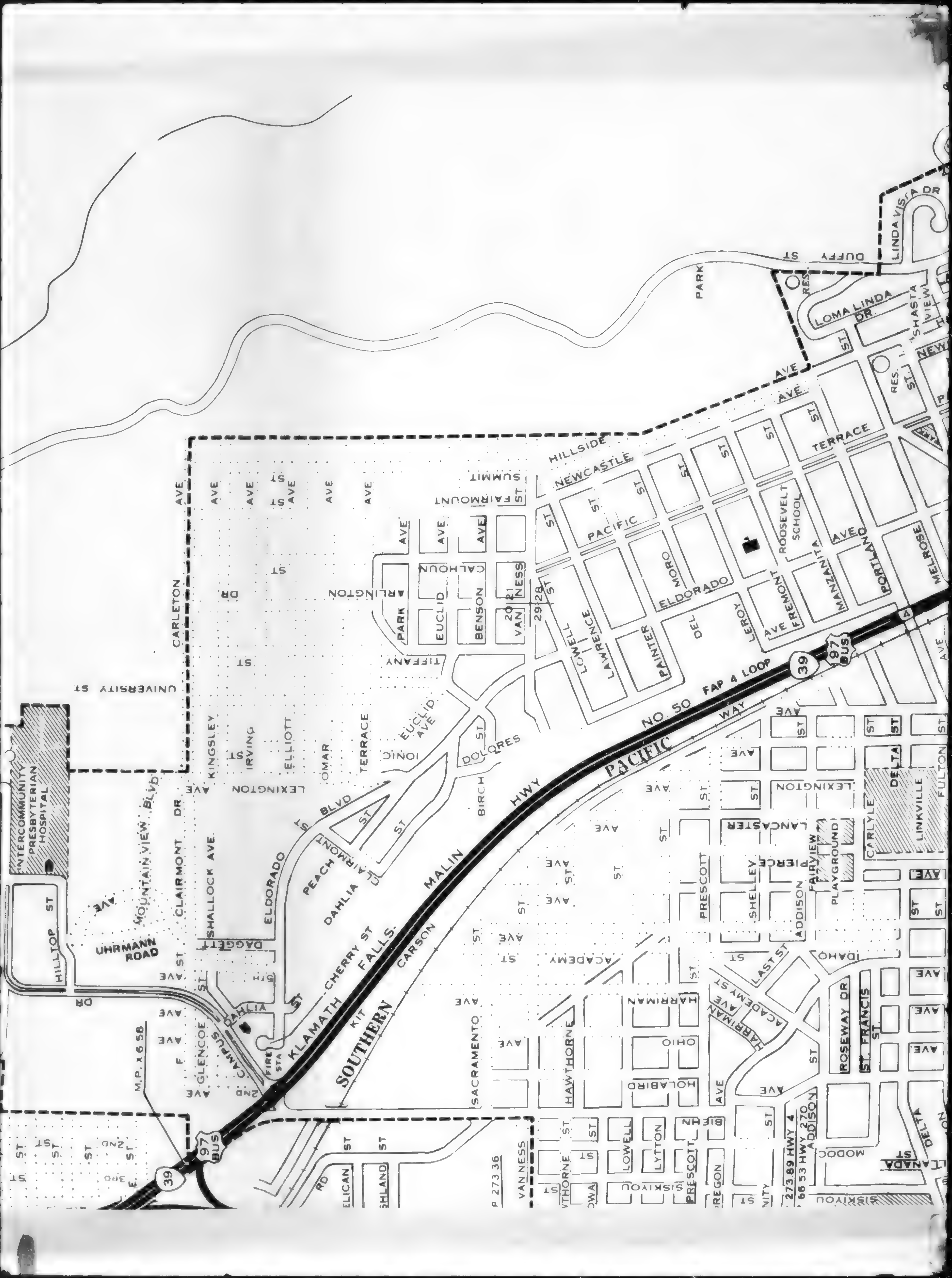
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY



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SHASTA VIEW
NEW
RES. ST.
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NEWCASTLE
TERRACE
SUMMIT
FAIRMOUNT ST
PACIFIC
ROOSEVELT SCHOOL
MANZANITA AVE
PORTLAND
MELROSE
CALHOUN
ARLINGTON
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MOUNTAIN VIEW BLVD
CLAIRMONT DR
SHALLOCK AVE
ELDORADO BLVD
PEACH
CLAIRMONT
DAHLIA
HILLTOP ST
UHRMANN ROAD
DAGGETT
DR
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CAMPUS
DAHLIA
FIRE STA
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WAY
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CHERRY ST
SOUTHERN KIT CARSON
SOUTHERN PACIFIC
SACRAMENTO
HAWTHORNE
ACADEMY
HARRIMAN
OHIO
HOLABIRD
PRESCOTT
SHELLEY
ADDISON
FAIRVIEW PLAYGROUND
PIERCE
LANCASTER
LEXINGTON
DELTA
CARLYLE
LINKVILLE
FULTON
IDAHO
LAST ST
ACADEMY ST
ROSEWAY DR
ST. FRANCIS
DELTA
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MODOC
SISKIYOU
273.89 HWY 4
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ADDISON
BIEHN
LYTTON
LOWELL
OREGON
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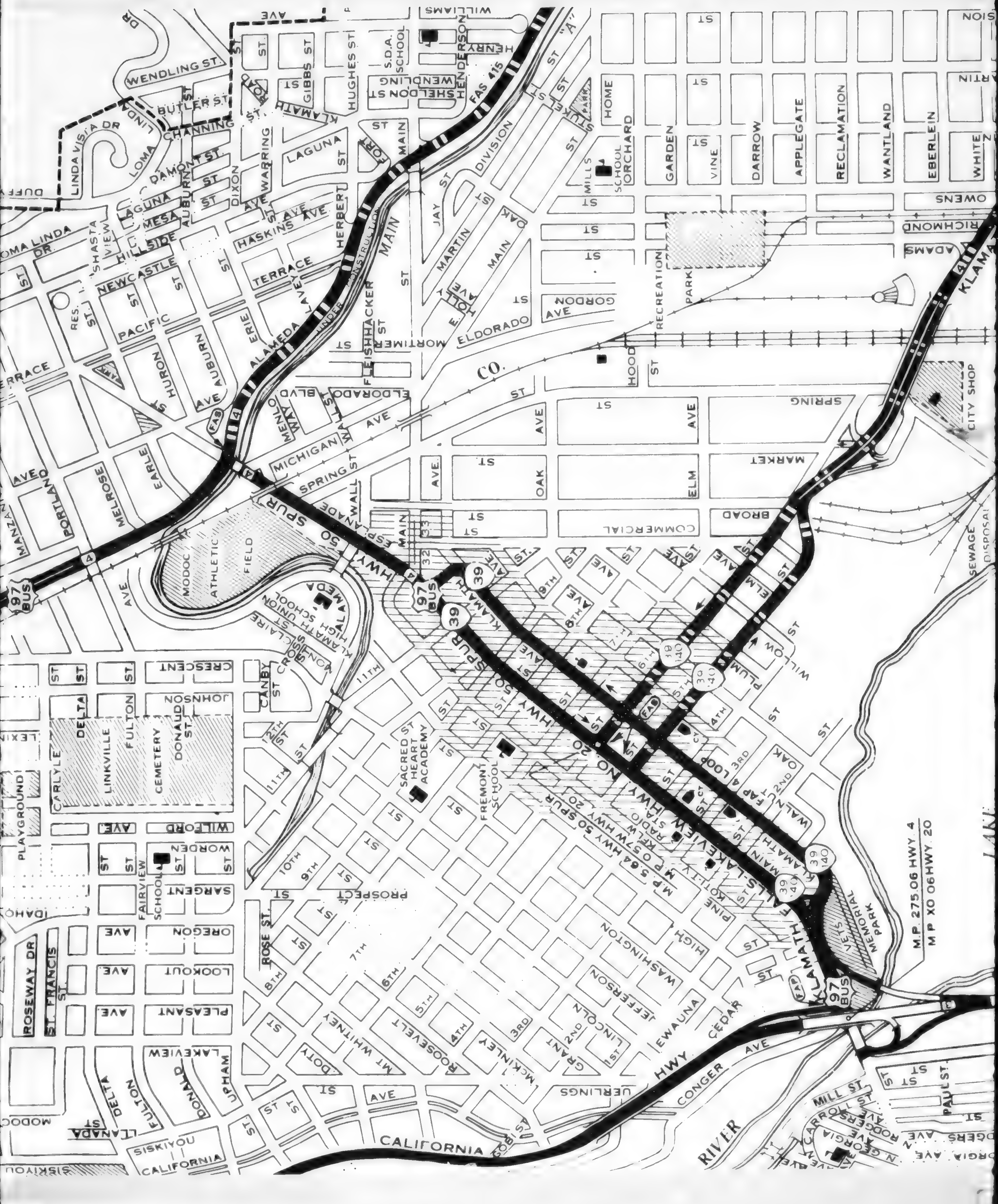
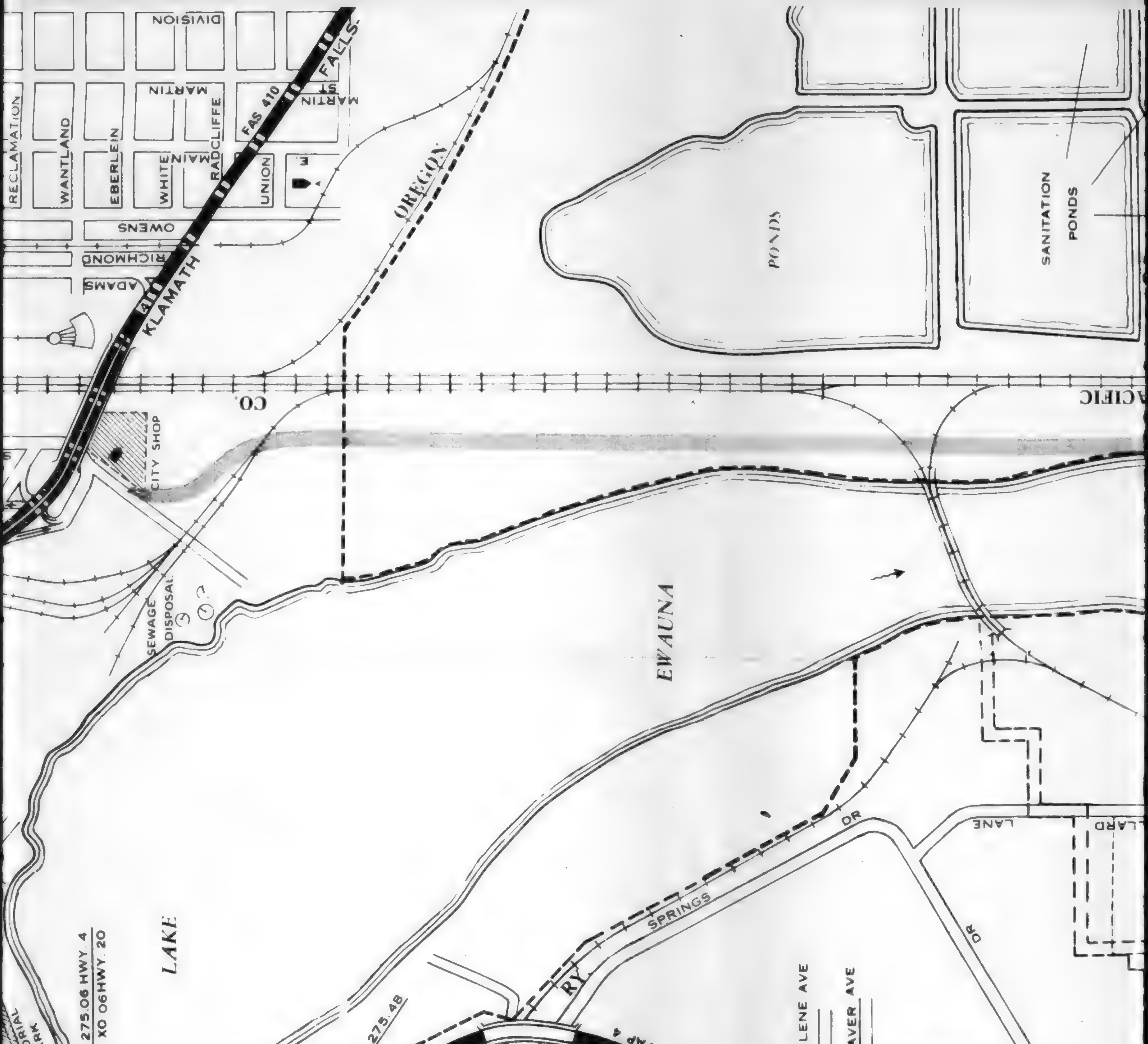
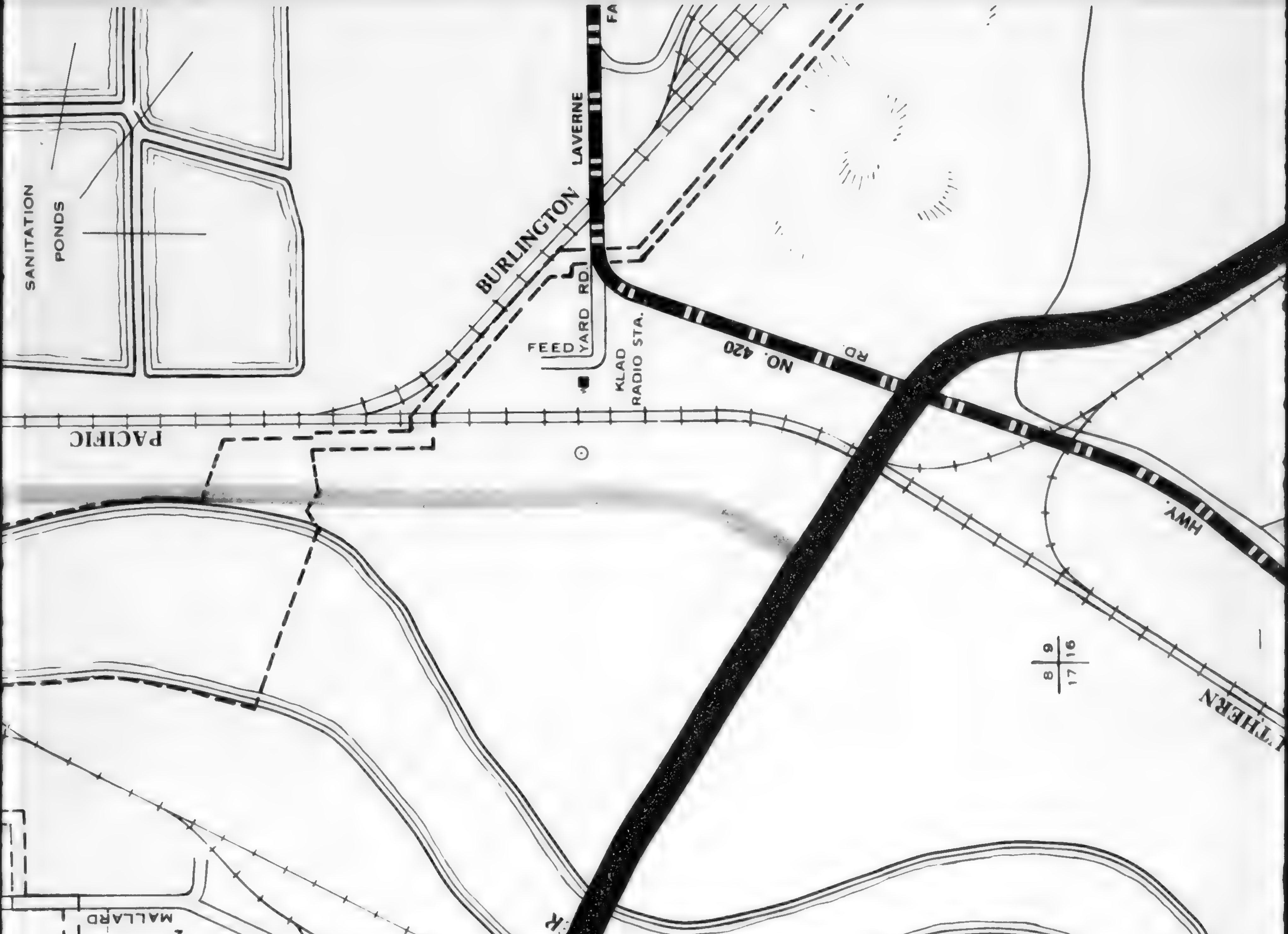
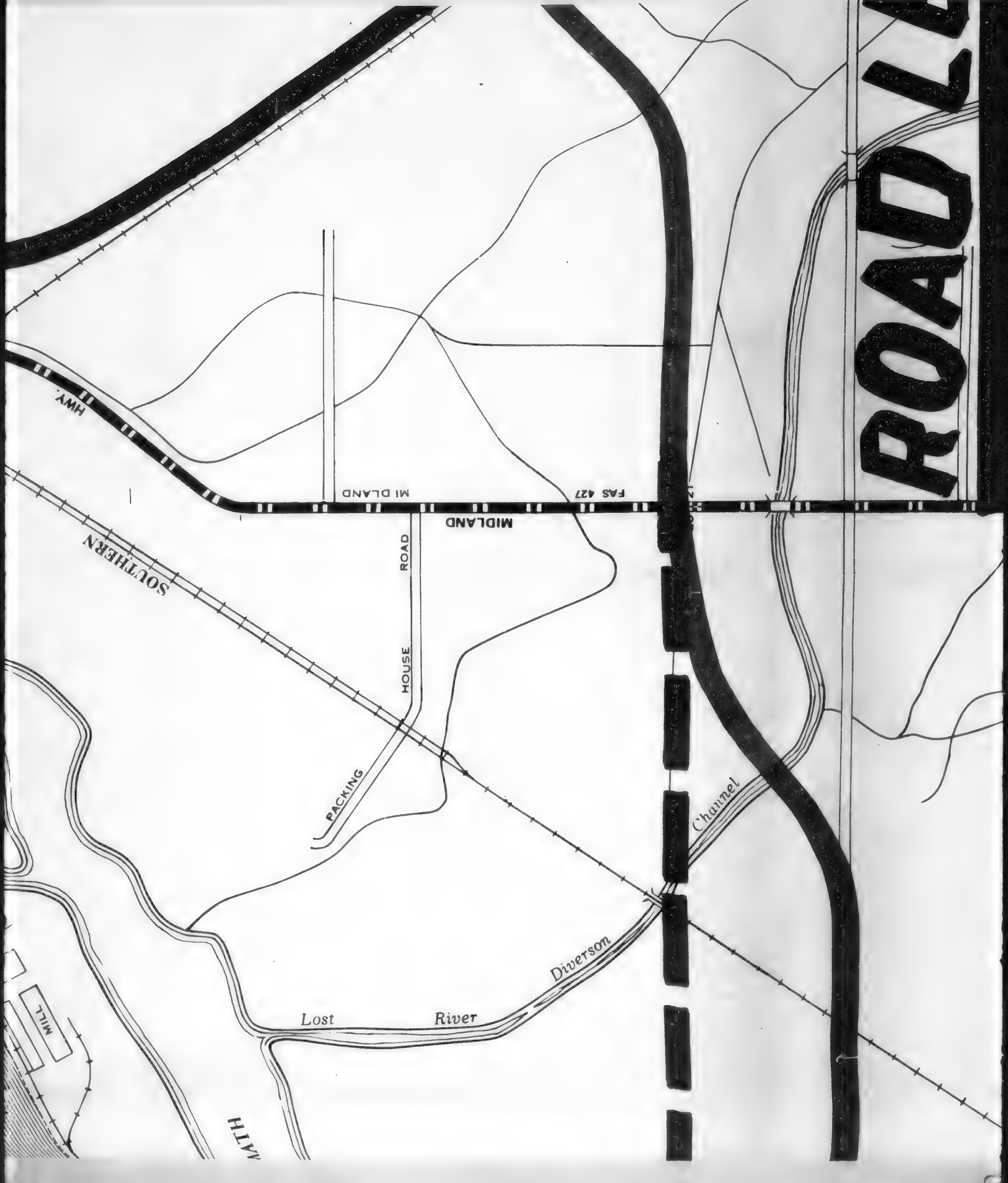
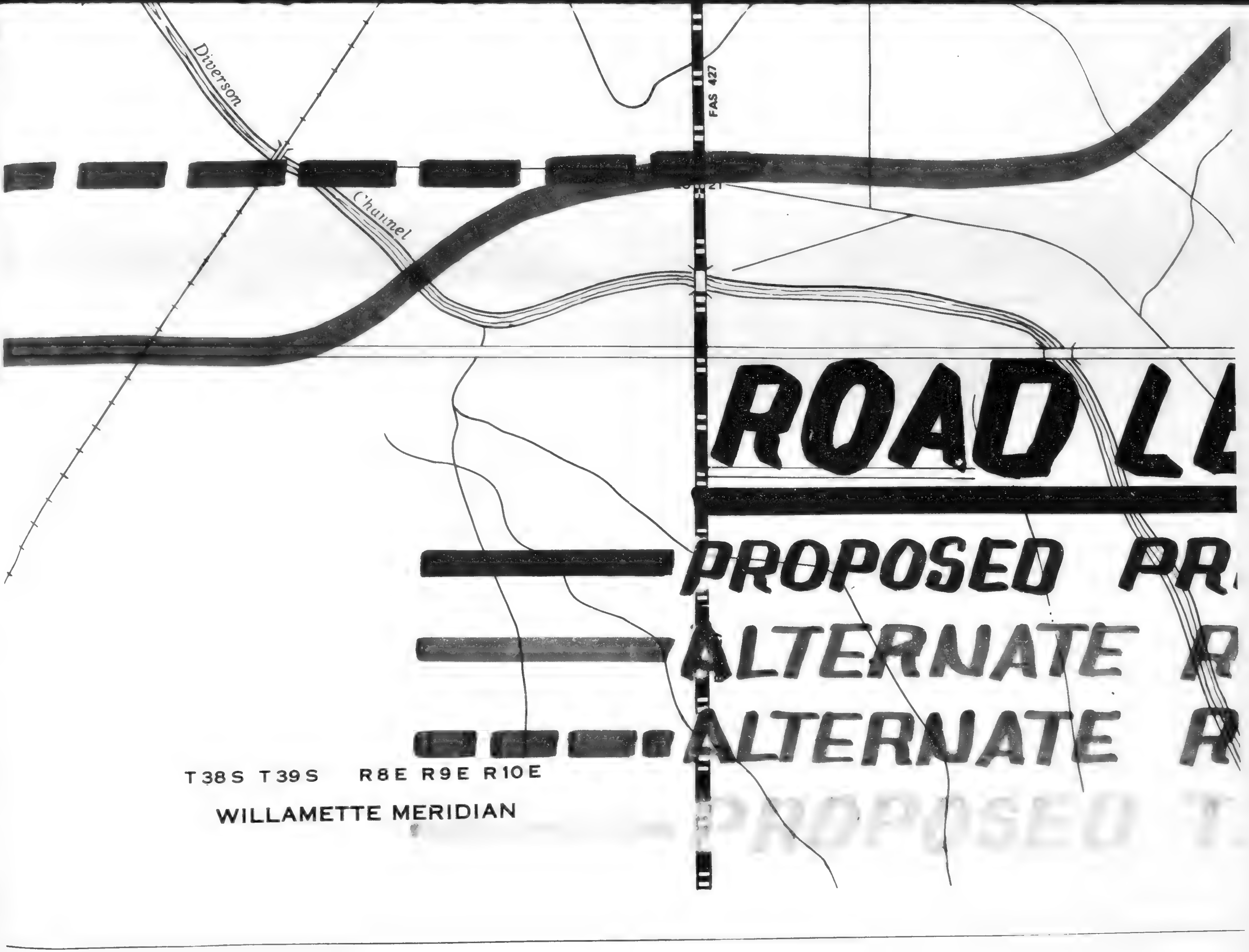
VANNESS
PELICAN
ASHLAND
RD

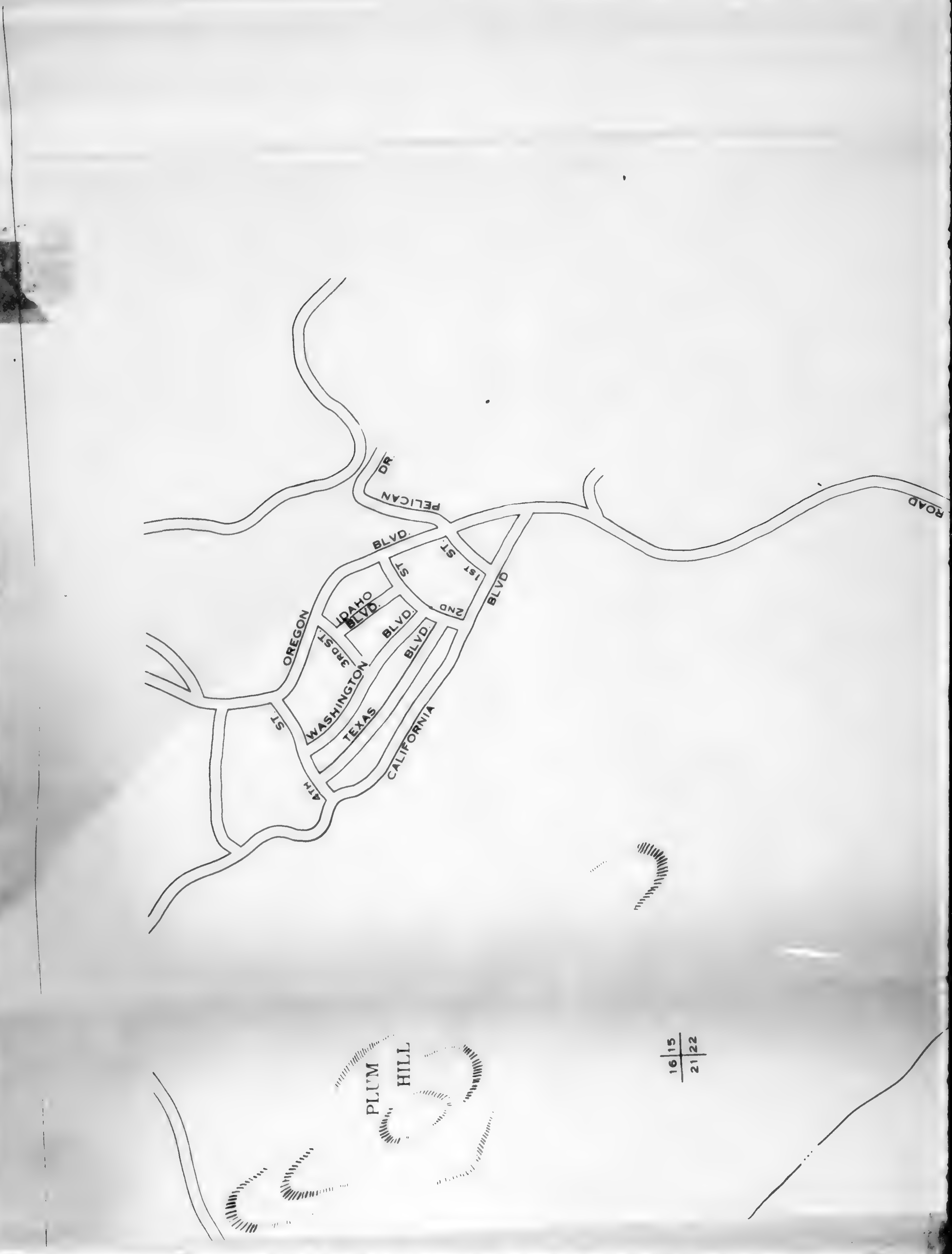
WENDLING ST
BUTLER ST
CHANNING ST
LINDA VISTA DR
LOMA LINDA DR
DAMONT ST
LAGUNA
MESA
HILLSIDE
SHASTA VIEW
NEWCASTLE
TERRACE
PACIFIC
HURON
AUBURN
ERIE
ALAMEDA
LAVEY
HASKINS AVE
HERBERT
DIXON
WARRING
GIBBS ST
HUGHES ST
SHELDON ST
WENDLING
S.D.A. SCHOOL
HENDERSON
HENRY
WILLIAMS
FAS 415
KLAMATH
MAIN
FORT
UNDER CONSTRUCTION
FLEISHHACKER
MORTIMER
ELDORADO
ELDORADO BLVD
MENLO WAY
WALL ST
MICHIGAN AVE
SPRING ST
ESPLANADE
JAY ST
MARTIN
HOLLY AVE
OAK
DIVISION
GORDON AVE
"A" ST
SUKE ST
HOME
MILLS SCHOOL
ORCHARD
GARDEN
VINE
DARROW
APPLEGATE
RECLAMATION
WANTLAND
EBERLEIN
WHITE
OWENS
RICHMOND
ADAMS
RECREATION PARK
CO.
HOOD ST
SPRING
CITY SHOP
MARKET
BROAD
COMMERCIAL
OAK AVE
ELM AVE
MANZANITA
PORTLAND AVE
MELROSE
EARLE
FAS 4
97 BUS
MODOC ATHLETIC FIELD
HWY 50 SPUR
KLAMATH UNION HIGH SCHOOL
ALAMEDA
CLAIRE ST
CROSS ST
CANBY ST
CRESCENT
JOHNSON
CARLYLE
DELTA
FULTON
LINKVILLE CEMETERY
DONALD ST
PLAYGROUND
WILFORD AVE
WORDEN
FAIRVIEW SCHOOL
SARGENT
OREGON AVE
LOOKOUT AVE
PLEASANT AVE
ROSEWAY DR
ST FRANCIS ST
LAKEVIEW
UPHAM
MODOC
LLANADA ST
SISKIYOU
CALIFORNIA
SACRED HEART ACADEMY
FREMONT SCHOOL
ROSE ST
PROSPECT
39
18 140
39 140
FAP 4 LOOP
HWY NO 20
S. LAKEVIEW HWY
KOI-TV
RADIO KFLW
M.P. 5.64 HWY 50 SPUR
M.P. 0.57 HWY 20
PLUM
WILLOW
WALNUT
PINE
HIGH
WASHINGTON
JEFFERSON
LINCOLN
GRANT
McKINLEY
ROOSEVELT
MT WHITNEY
DOTY
EWAUNA
CEDAR
UERLINGS
CONGER AVE
HWY
RIVER
VETS MEMORIAL PARK
M.P. 275.06 HWY 4
M.P. X0.06 HWY 20
SEWAGE DISPOSAL
LAKE
MILL ST
CARROLL ST
RODGERS AVE
GEORGIA AVE
PAUL ST
1ST
2ND
3RD
4TH
5TH
6TH
7TH
8TH
9TH
10TH
11TH
12TH

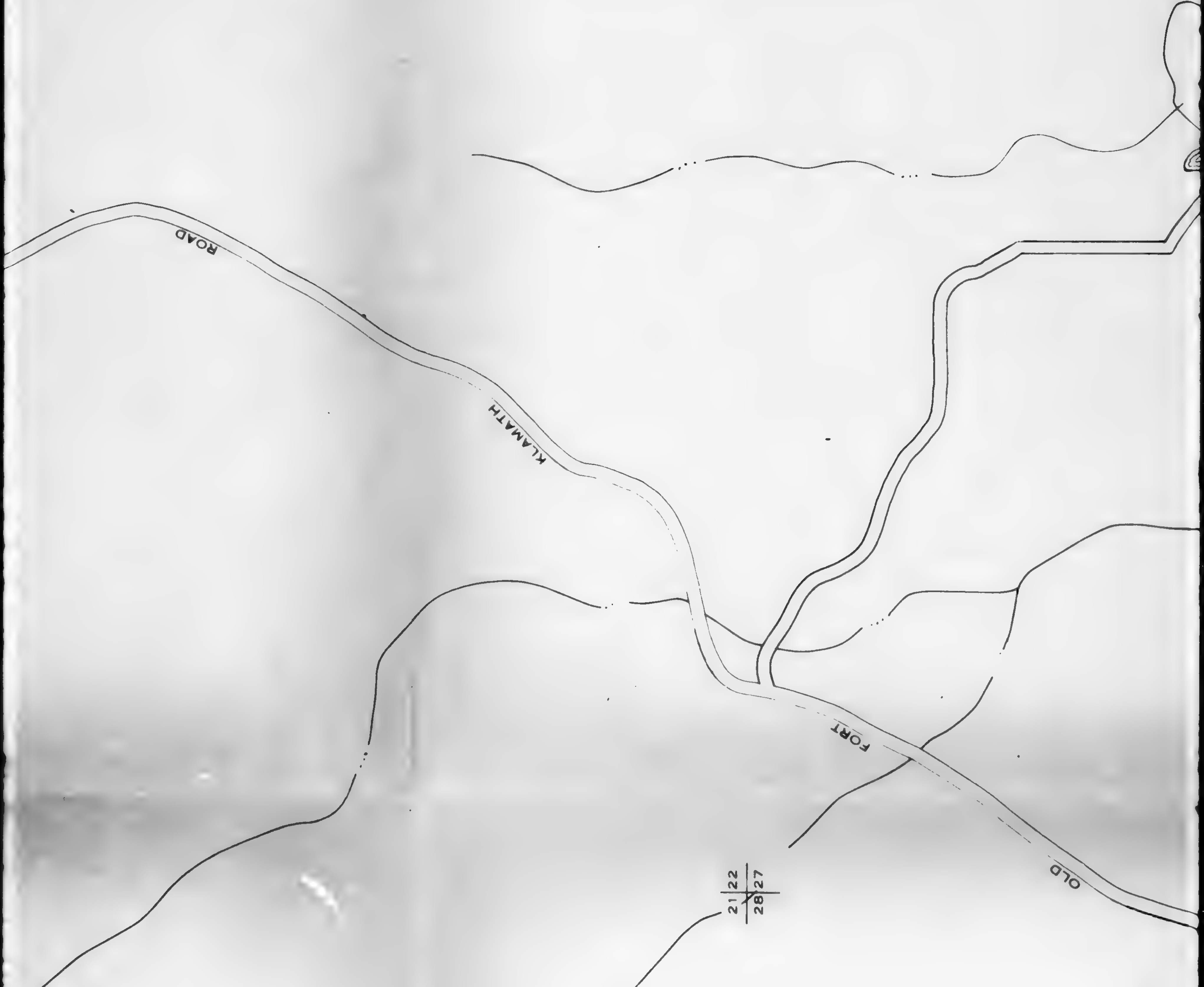

DIVISION
MARTIN
MARTIN ST
RECLAMATION
WANTLAND
EBERLEIN
WHITE
MAIN
RADCLIFFE
UNION
E
OWENS
RICHMOND
ADAMS
KLAMATH FALLS
FAS 410
OREGON
CO.
PACIFIC
PONDS
SANITATION PONDS
CITY SHOP
SEWAGE DISPOSAL
EWAUNA
LAKE
MEMORIAL PARK
M.P. 275.06 HWY. 4
M.P. XO 06 HWY. 20
M.P. 275.48
NO. 4
B. N.
GREEN
ST
SPRINGS DR
RY
FAP 4
LANE
DR
ABILENE AVE
BEAVER AVE
RIVERSIDE
AVE
CABLE ST
DOVER AVE
LAUREL
GRAPE ST
97
140
WAY
ARCH AVE
S.
SHERMAN AVE
ADVANCE AVE
RIVERSIDE
CARROLL
PAUL ST.
ST
LEWIS
S RODGERS AVE
S GEORGIA AVE
N GEORGIA
LAUREL ST
MAPLE
WOOD DR
AUTUMN
NO. 4

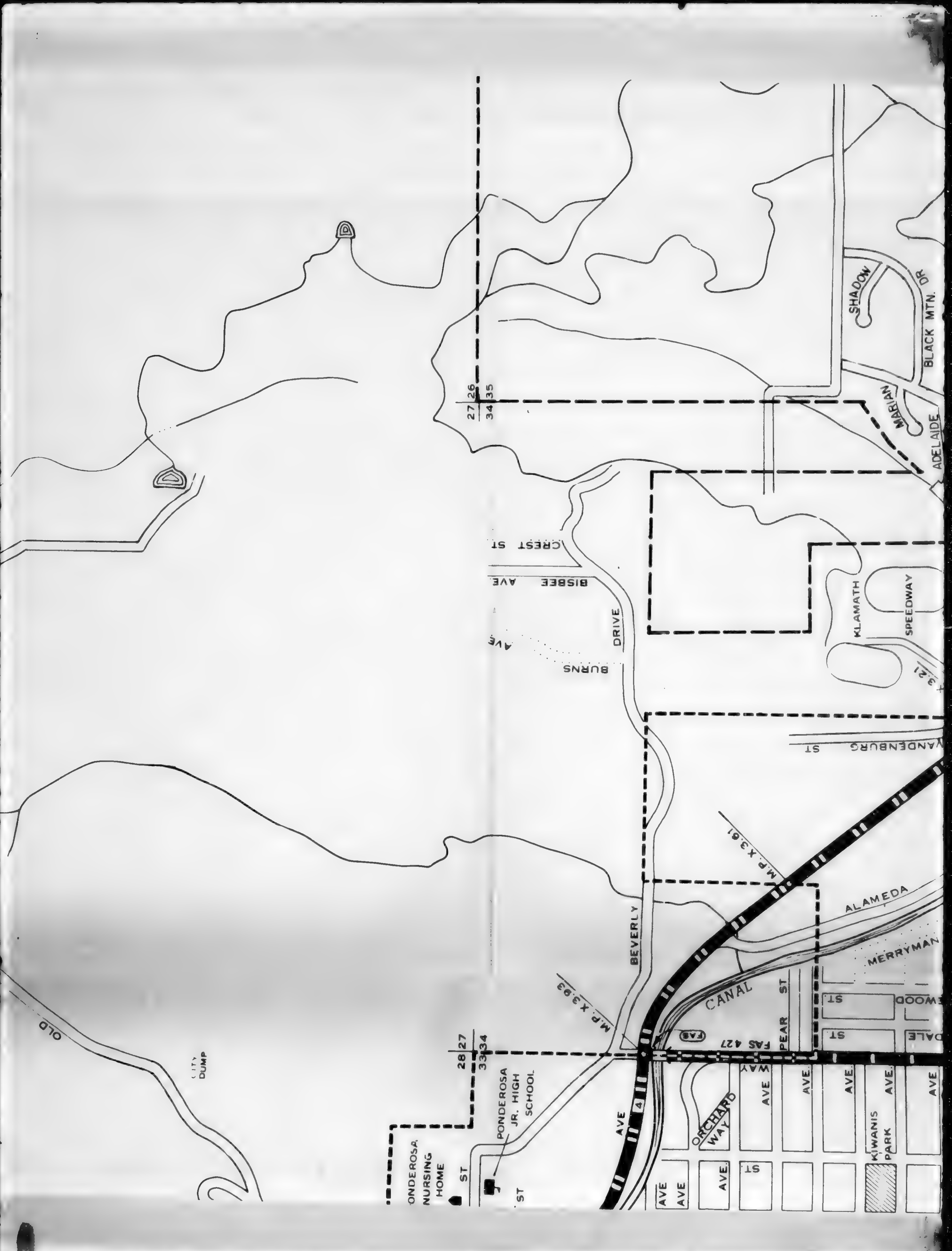

SANITATION PONDS
BURLINGTON
LAVERNE
FA
YARD RD.
FEED
KLAD RADIO STA.
NO. 420 RD.
PACIFIC
HWY.
8 9 17 16
THERN
R
R
MALLARD
SUB-STATION
AVE
FOUNTAIN
KLAMATH MEMORIAL PARK CEMETERY
POUND
DR.
MEMORIAL
RY
SPRINGS
LAUREL
GRAPE
AVE
GOLF COURSE
MILL
GREEN
NO. 4
RINGS

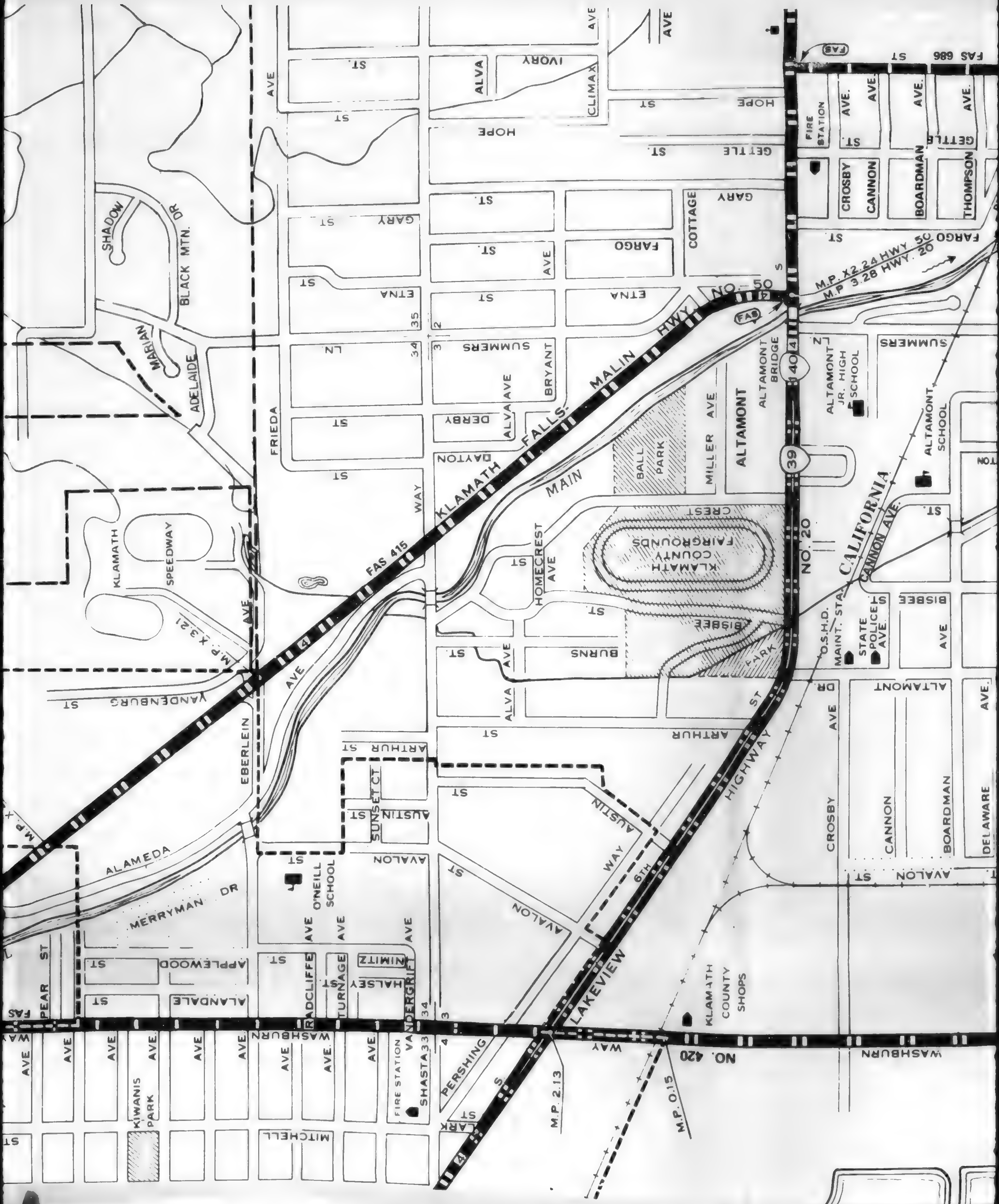

ROAD
HWY.
MI DLAND
FAS 427
MIDLAND
SOUTHERN
HOUSE
ROAD
PACKING
Channel
Diverson
Lost
River
MILL
MATH

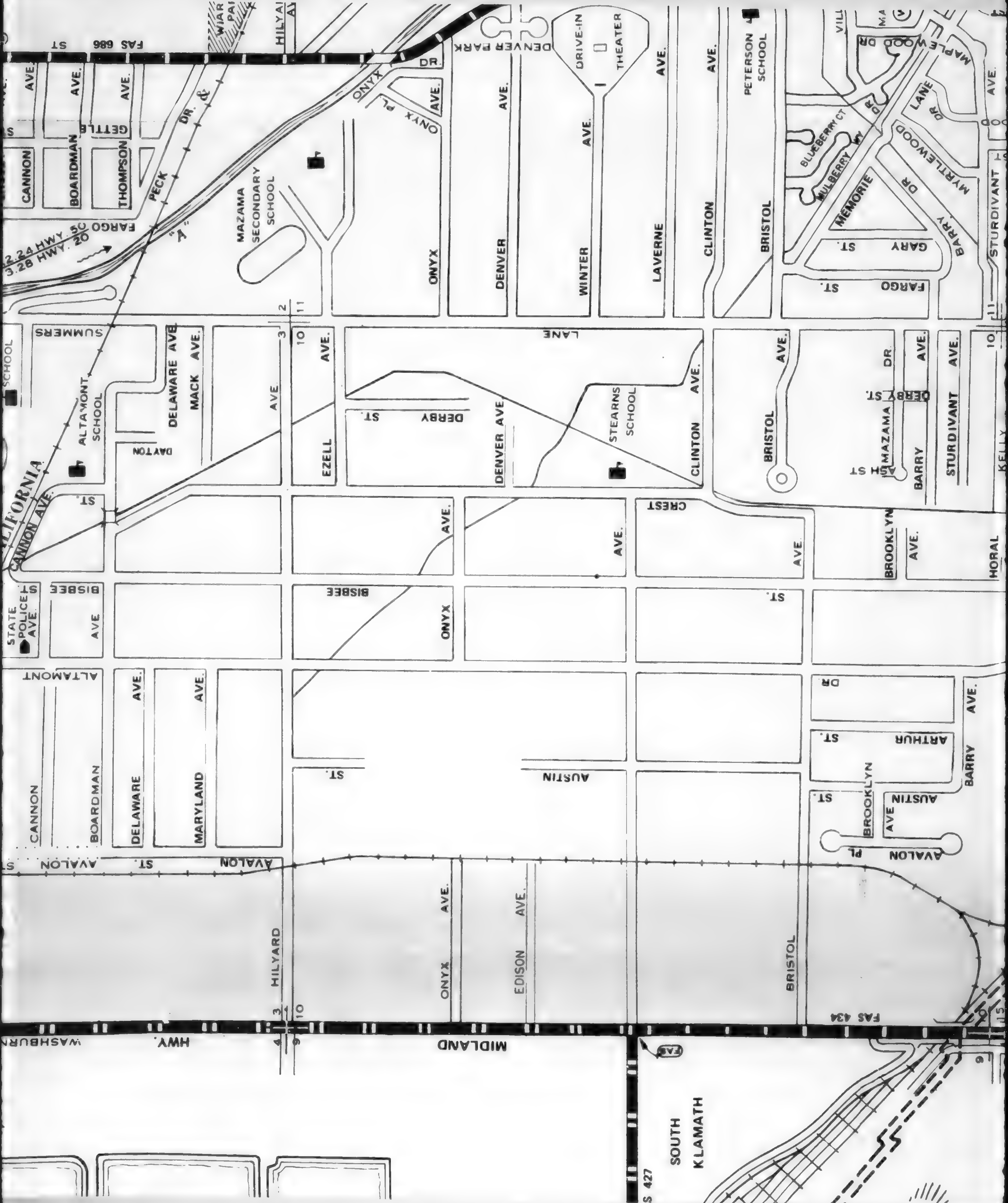

Diverson
Channel
FAS 427
ROAD LE
PROPOSED PR
ALTERNATE R
ALTERNATE R
PROPOSED T
T38S T39S R8E R9E R10E
WILLAMETTE MERIDIAN

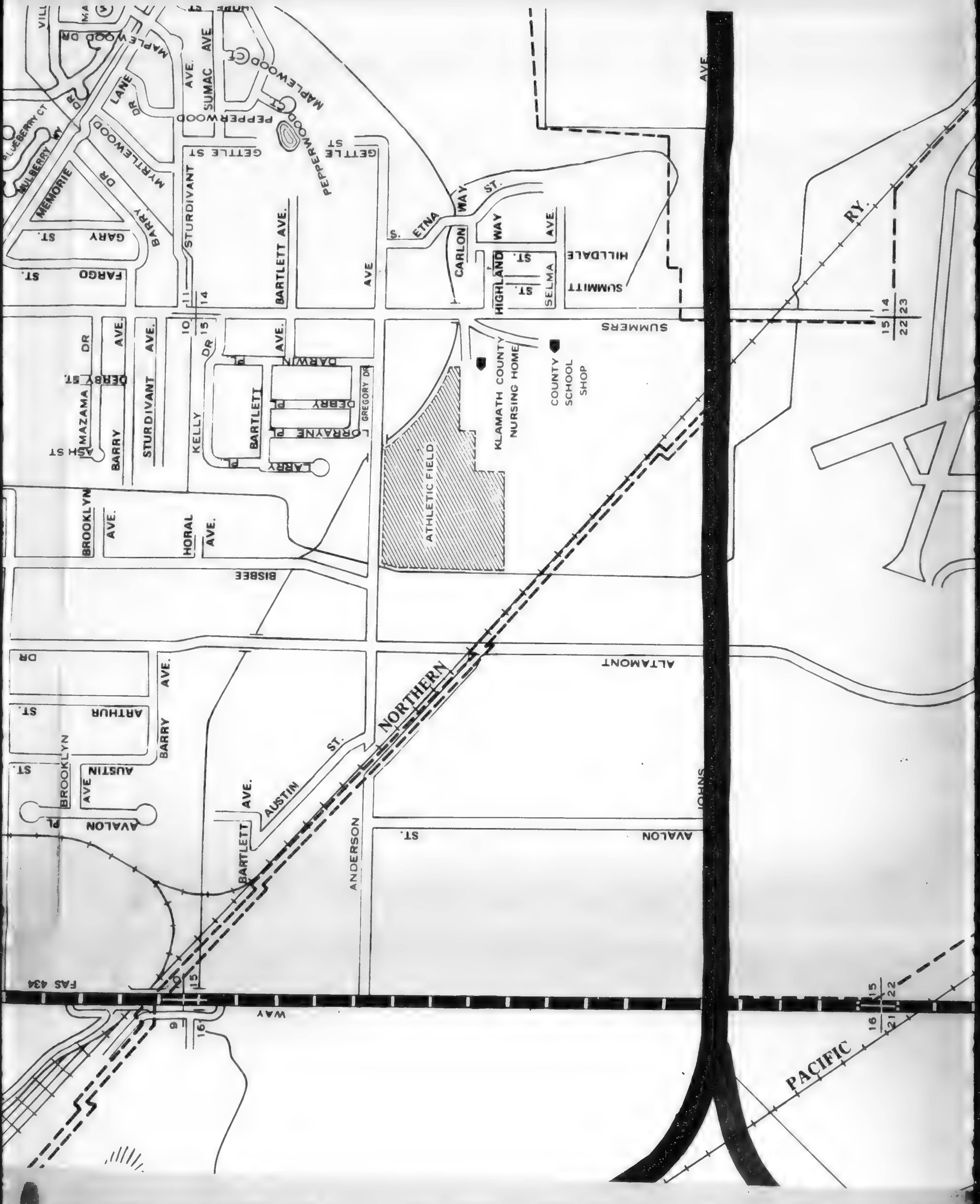

PELICAN DR.
BLVD.
1st ST
2ND ST
BLVD
ROAD
IDAHO BLVD.
OREGON ST
3RD ST
WASHINGTON BLVD.
TEXAS BLVD.
CALIFORNIA BLVD
4TH
PLUM HILL
16 15
21 22

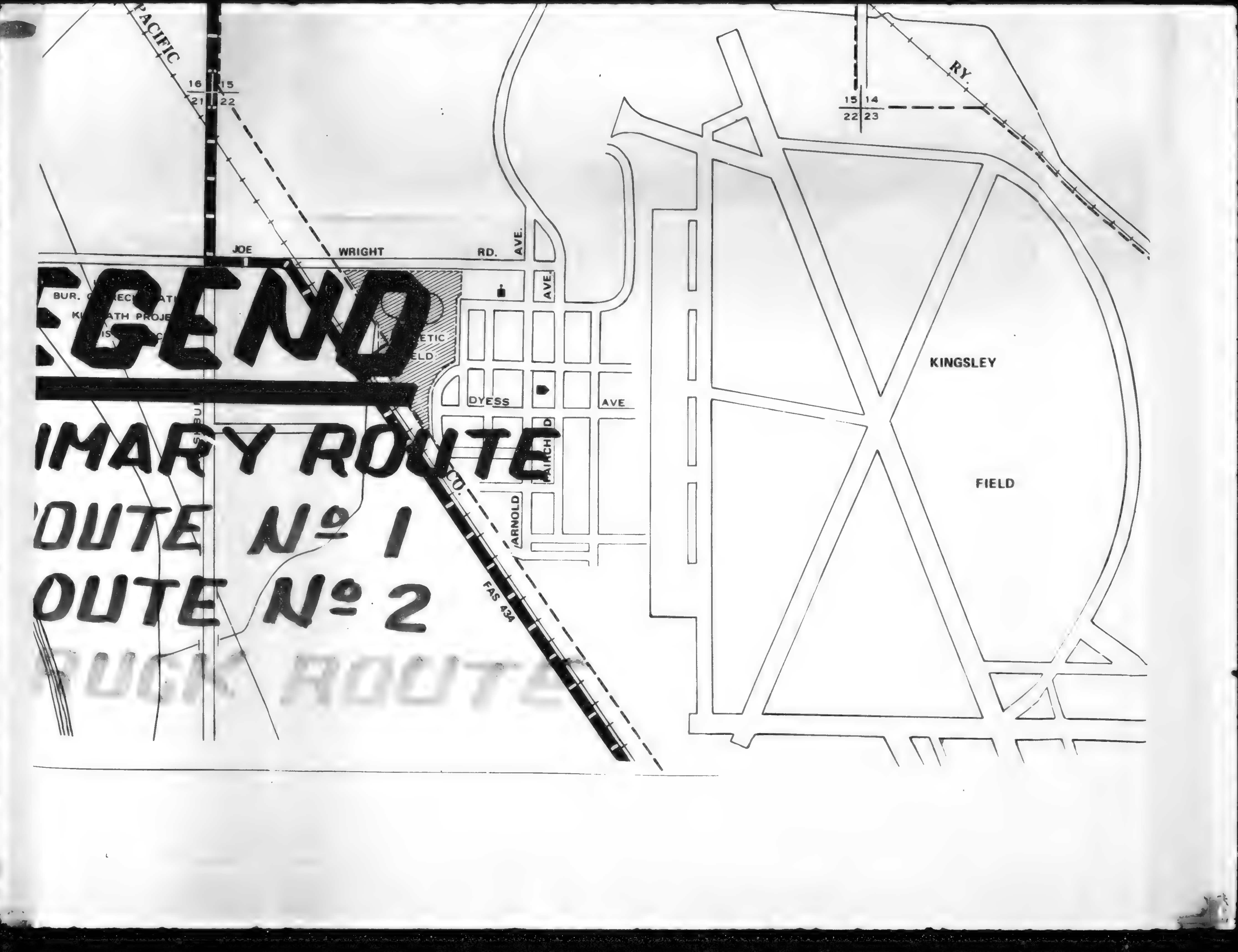

KLAMATH
ROAD
FORT
OLD
21
22
28
27

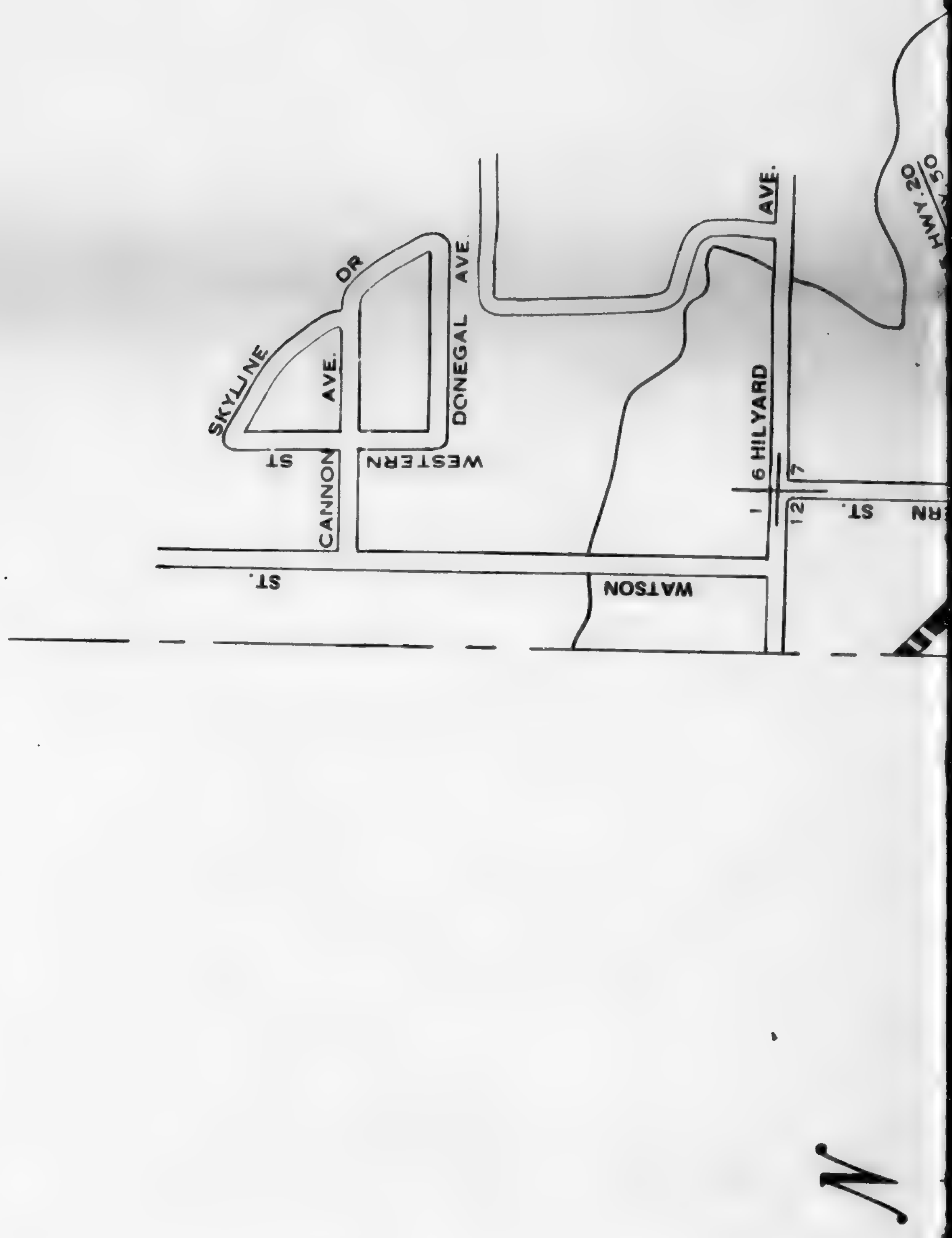

27
26
34
35
SHADOW
BLACK MTN. DR
MARIAN
ADELAIDE
CREST ST
BISBEE AVE
AVE
BURNS
DRIVE
KLAMATH
SPEEDWAY
VANDENBURG ST
M.P. X 3.61
ALAMEDA
MERRYMAN
BEVERLY
CANAL
PEAR ST
ST.
ST
WOOD
DALE
FAS 427
M.P. X 3.93
OLD
CITY DUMP
28
27
33
34
PONDEROSA JR. HIGH SCHOOL
PONDEROSA NURSING HOME
ST
ST
AVE
WAY
ORCHARD WAY
AVE
AVE
AVE
AVE
AVE
KIWANIS PARK
AVE
AVE
AVE
ST.

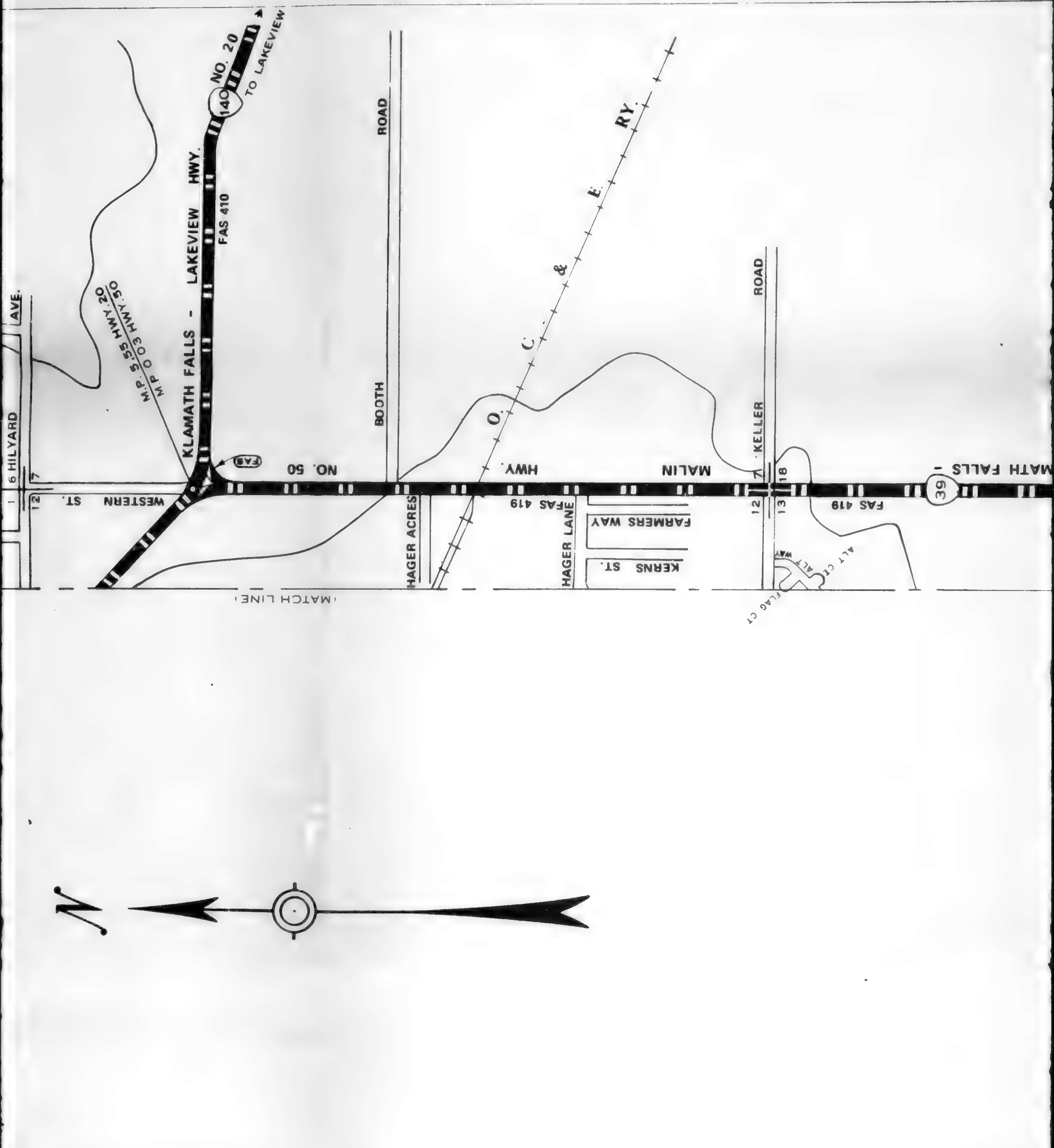

FAS 686
ST
HOPE ST
GETTLE ST
GARY
FARGO
ETNA
SUMMERS
DERBY
DAYTON
ALVA
IVORY
CLIMAX
COTTAGE
BRYANT
FRIEDA
SHADOW
BLACK MTN. DR
MARIAN
ADELAIDE
FIRE STATION
CROSBY
CANNON
BOARDMAN
THOMPSON
M.P. X2.24 HWY. 50
M.P. 3.28 HWY. 20
NO. 50
HWY.
KLAMATH FALLS-MALIN HWY.
FAS 415
FAS
ALTAMONT BRIDGE
40
39
NO. 20
ALTAMONT JR. HIGH SCHOOL
ALTAMONT SCHOOL
ALTAMONT
MILLER AVE
BALL PARK
MAIN
CREST
KLAMATH COUNTY FAIRGROUNDS
HOMECREST AVE
CALIFORNIA
CANNON AVE.
BISBEE
BURNS
PARK
O.S.H.D. MAINT. STA.
STATE POLICE
ARTHUR ST
KLAMATH SPEEDWAY
M.P. X3.21
YANDENBURG ST
EBERLEIN
WAY
ALAMEDA
MERRYMAN DR
SUNSET CT
AUSTIN ST
AVALON ST
O'NEILL SCHOOL
6TH
HIGHWAY
LAKEVIEW
DELAWARE
KLAMATH COUNTY SHOPS
APPLEWOOD ST
ALANDALE ST
PEAR ST
RADCLIFFE
TURNAGE
NIMITZ
HALSEY ST
VANDERGRIFF
WASHBURN WAY
NO. 420
PERSHING
SHASTA
FIRE STATION
KIWANIS PARK
MITCHELL
CLARK ST
M.P. 2.13
M.P. 0.15
35
34
3
2
4
33

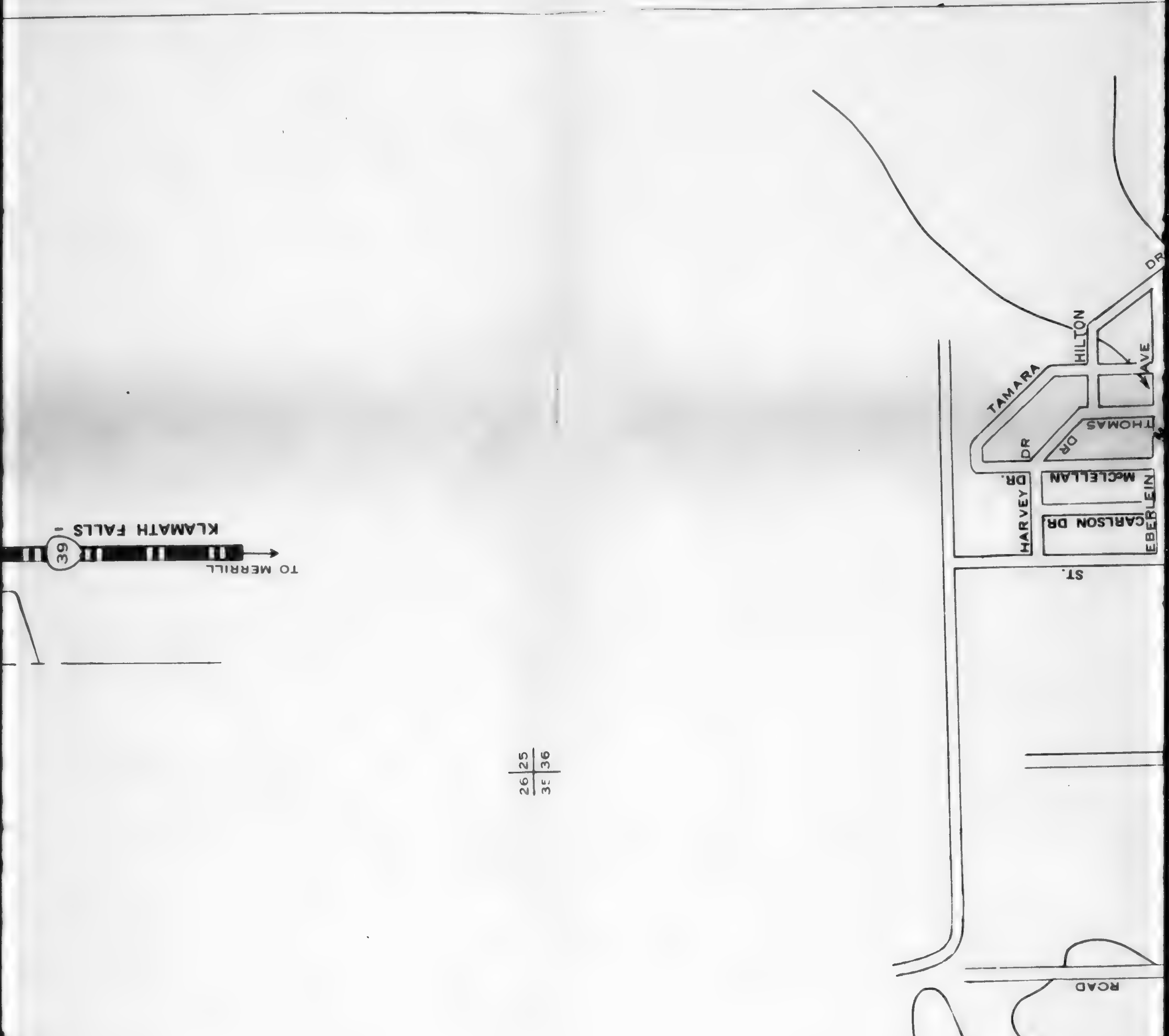

FAS 686 ST
WIAR
HILYA
DENVER PARK
DRIVE-IN THEATER
PETERSON SCHOOL
MAPLEWOOD DR
MAPLEWOOD
ONYX DR.
ONYX PL
ONYX AVE.
DENVER AVE.
WINTER AVE.
LAVERNE AVE.
CLINTON AVE.
BRISTOL
GETTLE
CANNON AVE.
BOARDMAN AVE.
THOMPSON AVE.
PECK DR. &
"A"
FARGO
2.24 HWY. 50
3.28 HWY. 20
MAZAMA SECONDARY SCHOOL
BLUEBERRY CT
MULBERRY WY
MEMORIE DR
LANE DR
MYRTLEWOOD DR
GARY ST.
BARRY
STURDIVANT ST
FARGO ST.
SUMMERS
LANE
SCHOOL
ALTAMONT SCHOOL
DELAWARE AVE
MACK AVE.
AVE.
EZELL AVE.
DERBY ST.
DENVER AVE
STEARNS SCHOOL
CLINTON AVE.
BRISTOL AVE.
MAZAMA DR.
DERBY ST.
ASH ST
BARRY
STURDIVANT AVE.
KELLY
DAYTON
CALIFORNIA
CANNON AVE
ST.
CREST
AVE.
AVE.
BROOKLYN AVE.
HORAL
BISBEE ST
BISBEE ST.
STATE POLICE AVE.
AVE
ONYX AVE.
ALTAMONT
DR.
ARTHUR ST.
BARRY AVE.
AUSTIN ST.
AUSTIN ST.
BROOKLYN AVE
CANNON
BOARDMAN
DELAWARE AVE.
MARYLAND AVE.
AVALON ST.
AVALON PL
HILYARD
ONYX AVE.
EDISON AVE.
BRISTOL
FAS 434
WASHBURN
HWY.
MIDLAND
SOUTH KLAMATH
S 427
FAS
2
11
3
10
4
9
15

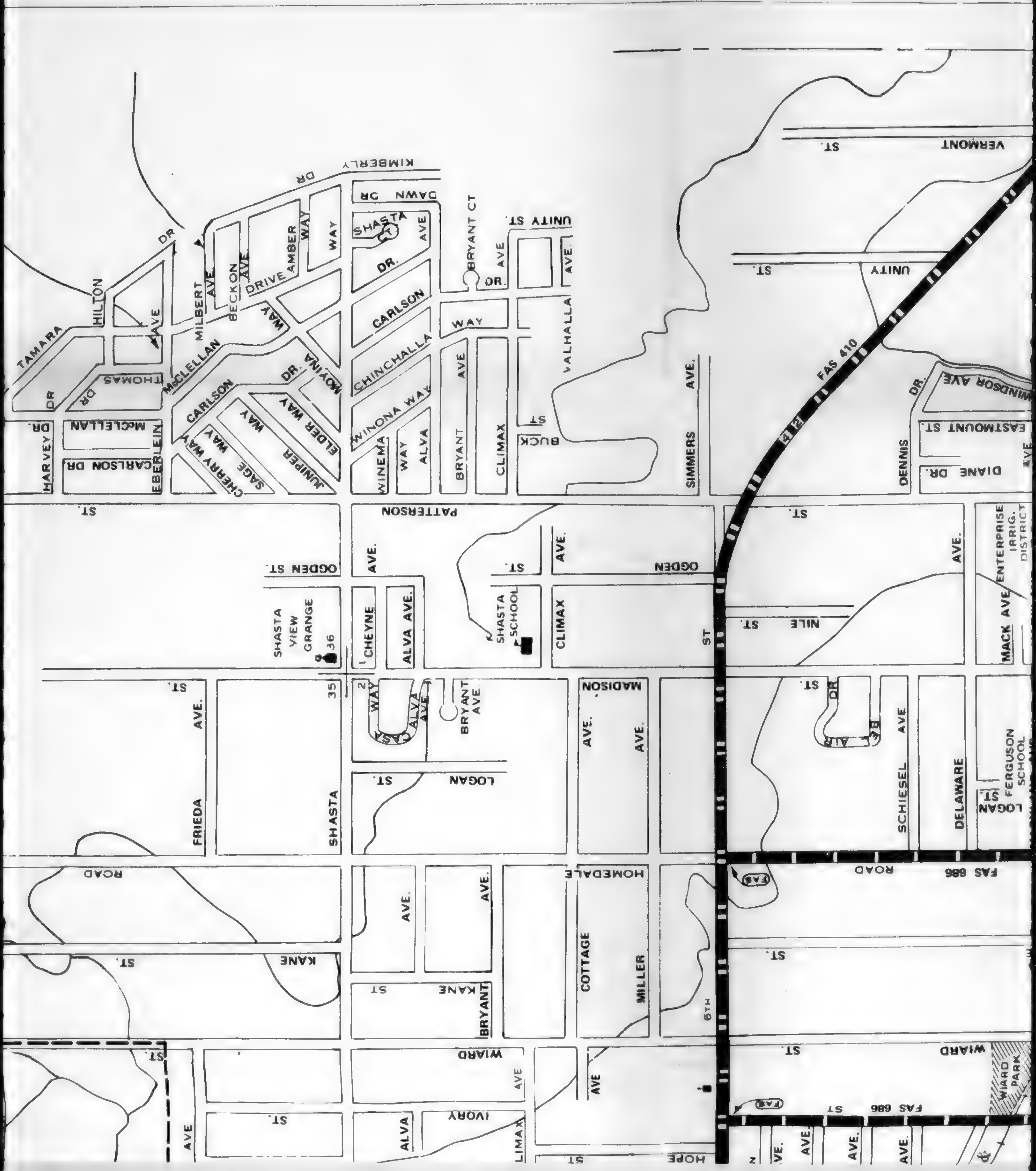

MAPLEWOOD DR
MAPLEWOOD CT
PEPPERWOOD
PEPPERWOOD CT
SUMAC AVE
AVE.
LANE
DR
BLUEBERRY CT
MULBERRY WY
DR
MYRTLEWOOD
MEMORIE
DR
BARRY
GARY ST.
FARGO ST.
GETTLE ST
GETTLE ST
STURDIVANT
BARTLETT AVE.
AVE
S. ETNA
WAY ST.
CARLON
HIGHLAND WAY
ST.
ST.
SELMA
AVE.
HILLDALE
SUMMIT
SUMMERS
AVE.
RY.
10
11
14
15
14
15
22
23
DR
AVE.
AVE.
AVE.
DERBY ST.
MAZAMA
BARRY
STURDIVANT
KELLY
DR
PL
DARWIN
BARTLETT
DERBY PL
LORRAYNE PL
GREGORY DR
LARRY
PL
ASH ST
KLAMATH COUNTY NURSING HOME
COUNTY SCHOOL SHOP
ATHLETIC FIELD
BROOKLYN
AVE.
HORAL
AVE.
BISBEE
DR
ALTAMONT
AVE.
ARTHUR ST.
BARRY
ST.
AUSTIN
BROOKLYN
AVE
AVALON PL
NORTHERN
ST.
AUSTIN
AVE.
BARTLETT
ANDERSON
AVALON ST.
JOHNS
FAS 434
WAY
9
10
15
16
15
16
21
22
PACIFIC

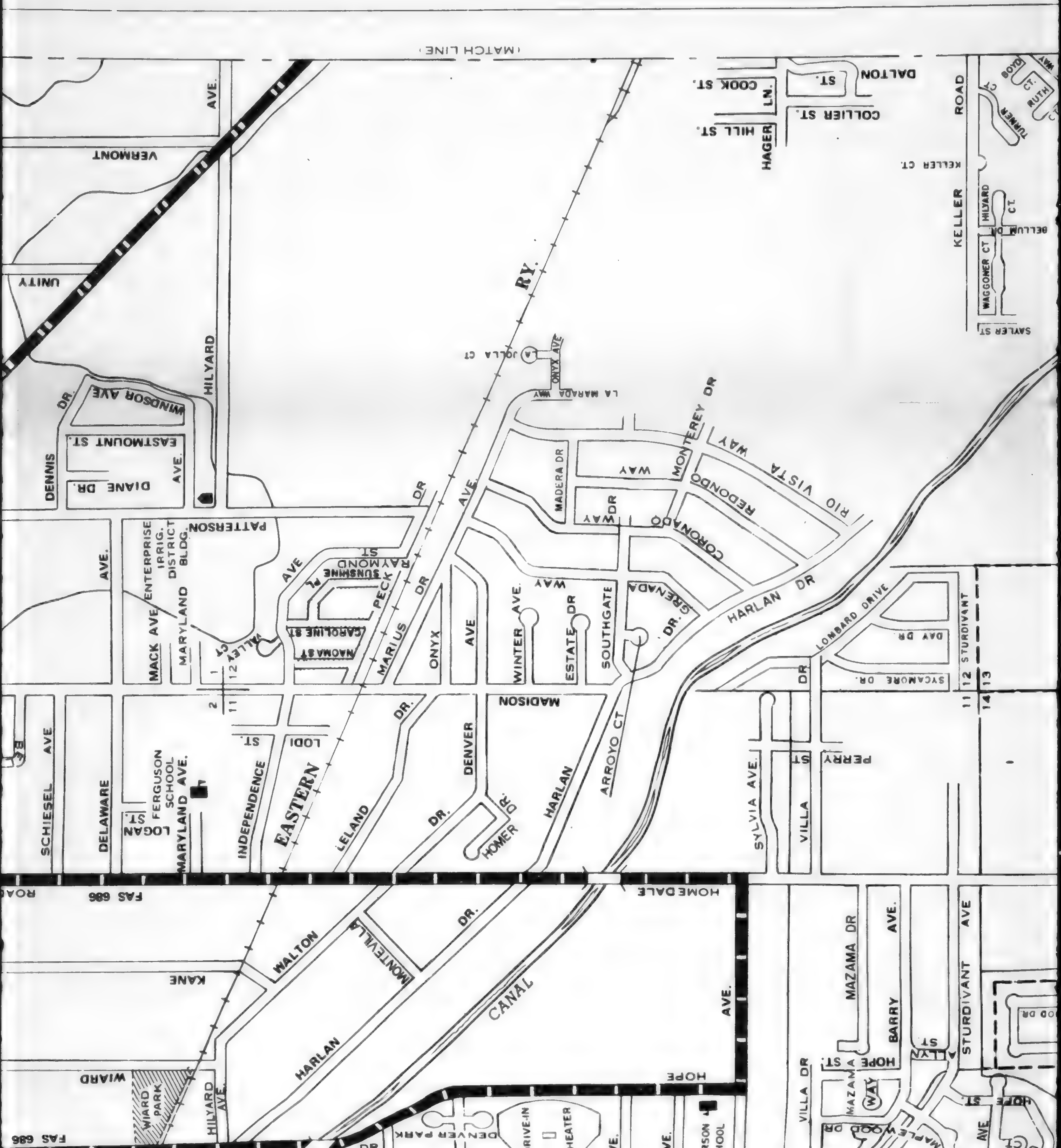

PACIFIC
16 15
21 22
15 14
22 23
RY.
JOE WRIGHT RD.
AVE.
AVE.
BUR. OF RECLAMATION
KLAMATH PROJECT
ETIC
ELD
DYESS AVE
FAIRCHILD
ARNOLD
CO.
FAS 434
KINGSLEY
FIELD
EGEND
IMARY ROUTE
OUTE Nº 1
OUTE Nº 2
RUCK ROUTE


SKYLINE DR
AVE.
DONEGAL AVE.
WESTERN ST
CANNON ST.
WATSON ST.
HILYARD AVE.
HWY. 20
HWY. 50
1
6
7
12
RN ST.
N

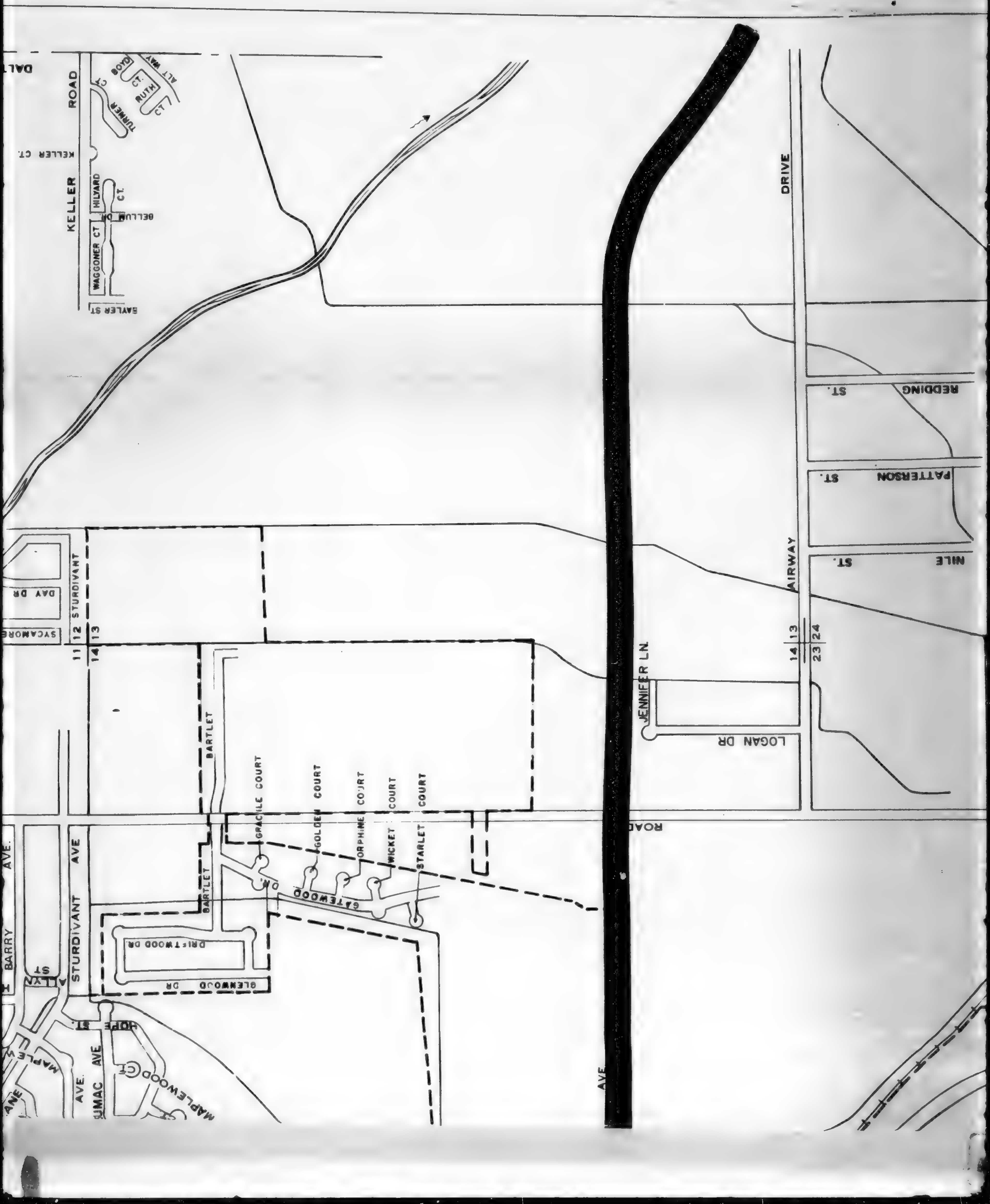

NO. 20
140
TO LAKEVIEW
KLAMATH FALLS - LAKEVIEW HWY.
FAS 410
M.P. 5.55 HWY. 20
M.P. 0.03 HWY. 50
FAB
6 HILYARD AVE.
1
7
12
WESTERN ST.
NO. 50
BOOTH ROAD
O. C. & E. RY.
HWY.
MALIN
FAS 419
HAGER ACRES
HAGER LANE
FARMERS WAY
KERNS ST.
KELLER ROAD
7
12
18
13
39
FAS 419
MATH FALLS -
ALT WAY
ALT CT
FLAG CT
MATCH LINE
N

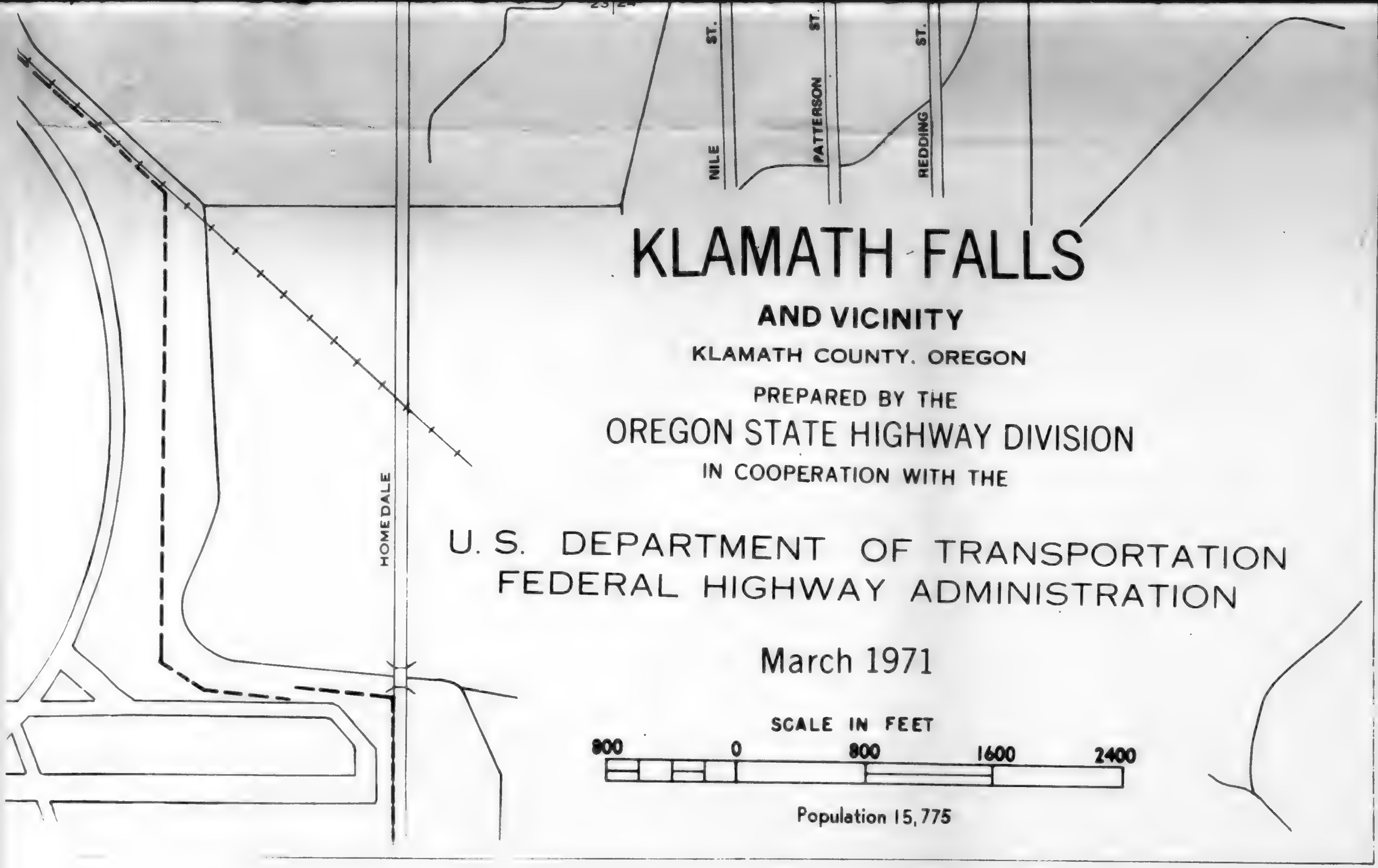

KLAMATH FALLS
39
TO MERRILL
TAMARA
HILTON
AVE
DR
THOMAS
DR
DR
McCLELLAN
HARVEY
DR.
CARLSON DR.
EBERLEIN
ST.
25
36
26
35
ROAD
ST.


KIMBERLY
DR
DAWN DR
SHASTA CT
UNITY ST.
VERMONT
ST.
UNITY
ST.
BRYANT CT
AVE
DR.
AVE
WAY
WAY
AMBER
DRIVE
DR.
BECKON AVE.
MILBERT AVE.
DR
HILTON
TAMARA
AVE
McCLELLAN
WAY
CARLSON
CHINCHALLA WAY
AVE
VALHALLA
FAS 410
THOMAS
DR
DR
DR.
MOYINA
CARLSON
CHINCHALLA
WINONA WAY
DR.
WINDSOR AVE
SIMMERS AVE.
BUCK ST
McCLELLAN
EBERLEIN
HARVEY DR.
CARLSON DR.
CHERRY WAY
SAGE WAY
WAY
JUNIPER
ELDER WAY
WINEMA
WAY
ALVA
BRYANT
CLIMAX
EASTMOUNT ST.
DENNIS
DIANE DR.
AVE
412
ST.
PATTERSON
ST.
OGDEN ST.
AVE.
ST.
AVE.
OGDEN
AVE.
ENTERPRISE IRRIG. DISTRICT
SHASTA VIEW GRANGE
36
CHEYNE
ALVA AVE.
SHASTA SCHOOL
CLIMAX
NILE ST.
ST
MACK AVE
1
2
35
ST.
AVE.
WAY
ALVA
CASA
BRYANT AVE.
MADISON
AVE.
AVE.
ST.
DR
BEL AIR
AVE.
LOGAN ST.
FRIEDA
SHASTA
SCHIESEL
DELAWARE
LOGAN ST.
FERGUSON SCHOOL
ROAD
HOMEDALE
ROAD
FAS 686
FAS
AVE.
AVE.
ST.
KANE
COTTAGE
MILLER
ST.
KANE ST
BRYANT
6TH
ST.
WIARD
ST.
WIARD
WIARD PARK
AVE
AVE
FAS
FAS 686
ST
ST.
IVORY
AVE
ALVA
CLIMAX
HOPE
ST.
AVE.
AVE.
AVE.
AVE.



MATCH LINE
VERMONT
AVE.
UNITY
HILYARD
WINDSOR AVE
DENNIS DR.
EASTMOUNT ST.
DIANE DR.
AVE.
PATTERSON
ENTERPRISE IRRIG. DISTRICT BLDG.
MACK AVE.
MARYLAND AVE.
AVE.
VALLEY CT
SUNSHINE PL
RAYMOND ST
CAROLINE ST
NAOMI ST
PECK DR
MARIUS DR
ONYX AVE
AVE.
WINTER AVE.
ESTATE DR
SOUTHGATE
GRENADA DR.
WAY
RY.
LA JOLLA CT
ONYX AVE
LA MARADA WAY
MADERA DR
MONTEREY DR
WAY DR
RIO VISTA WAY
REDONDO
CORONADO
HARLAN DR
LOMBARD DRIVE
DAY DR.
STURDIVANT
SYCAMORE DR.
DALTON
COOK ST.
ST.
COLLIER ST.
HILL ST.
HAGER LN.
KELLER ROAD
KELLER CT.
TURNER CT
BOYD CT
RUTH CT
WAY
HILYARD CT
BELLUM DR
WAGGONER CT
SAYLER ST
MADISON
1
12
2
11
11
12
14
13
SCHIESEL AVE
DELAWARE
FERGUSON SCHOOL
LOGAN ST.
MARYLAND AVE.
INDEPENDENCE
LODI ST.
EASTERN
LELAND
DR.
DENVER
DR.
HOMER DR.
HARLAN
ARROYO CT
SYLVIA AVE.
PERRY ST
VILLA
ROAD
FAS 686
HOMEDALE
WALTON
MONTEVILLA
DR.
KANE
HARLAN
CANAL
AVE.
MAZAMA DR
AVE.
BARRY
STURDIVANT AVE
ALLYN ST
HOPE ST.
MAZAMA WAY
HOPE
WIARD
WIARD PARK
HILYARD AVE.
FAS 686
DENVER PARK
DR.
DRIVE-IN THEATER
AVE.
AVE.
PETERSON SCHOOL
VILLA DR
MAPLEWOOD DR
HOPE ST
JMAC AVE
AVE.
ONYX
AVE.
AVE.
AVE.
&


DALT
KELLER
ROAD
KELLER CT.
TURNER CT
BOYD
RUTH CT.
CT
ALT WAY
HILYARD CT.
BELLUM DR
WAGGONER CT
BAYLER ST
DRIVE
REDDING ST.
PATTERSON ST.
NILE ST.
AIRWAY
13
24
14
23
JENNIFER LN.
LOGAN DR
ROAD
STURDIVANT
DAY DR
SYCAMORE
11
12
13
14
BARTLET
GRACILE COURT
GOLDEN COURT
ORPHINE COURT
WICKET COURT
STARLET COURT
GATEWOOD DR
BARTLET
DRIFTWOOD DR.
GLENWOOD DR
AVE.
BARRY
STURDIVANT AVE
ALLYN ST
HOPE ST.
MAPLEW
ANE
AVE.
SUMAC AVE
MAPLEWOOD CT.
MAPLEWOOD
AVE


23|24
NILE ST.
PATTERSON ST.
REDDING ST.
HOMEDALE
SCALE IN FEET
800
0
800
1600
2400

KLAMATH FALLS

AND VICINITY

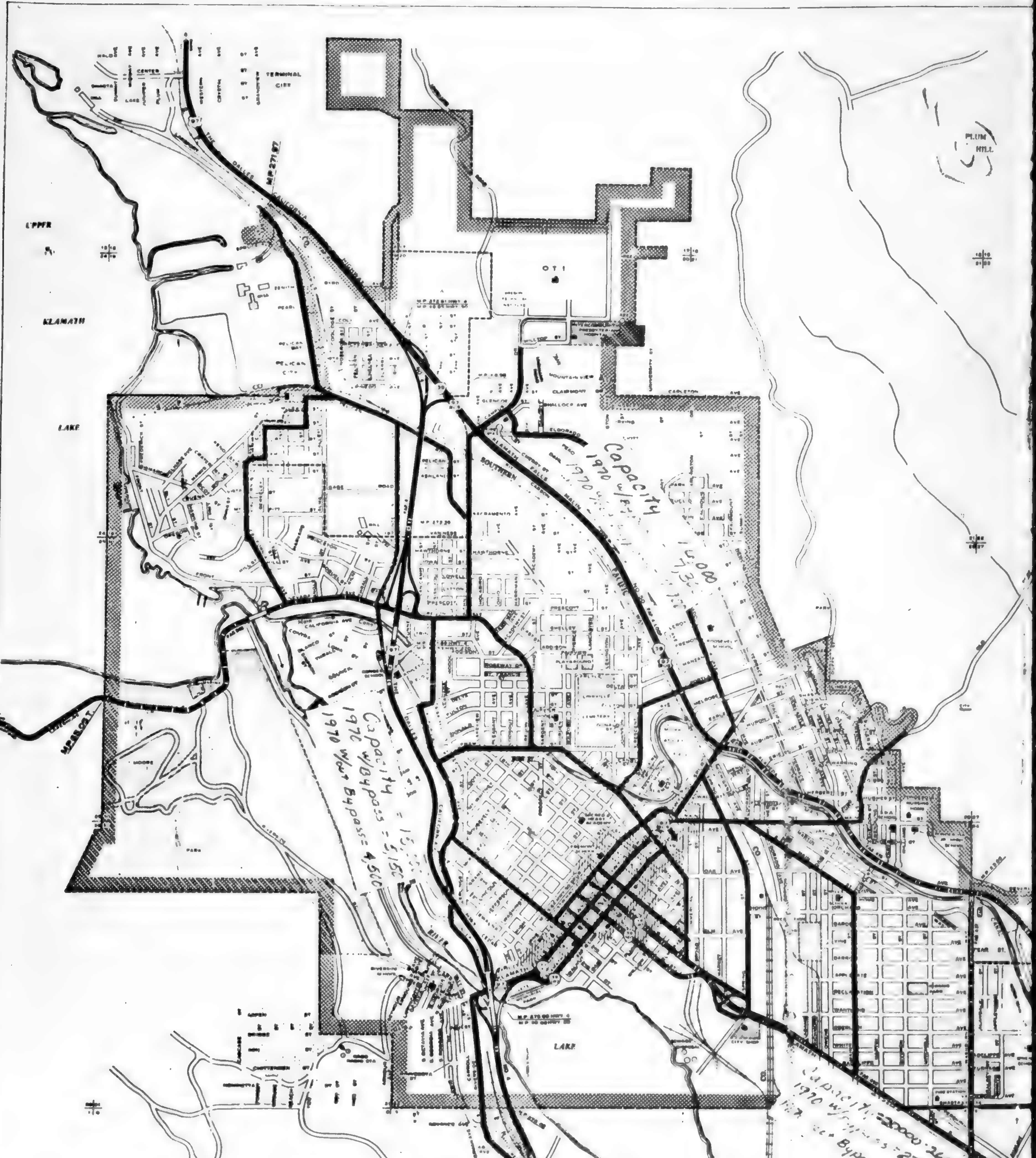
KLAMATH COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH THE

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

March 1971

Population 15,775

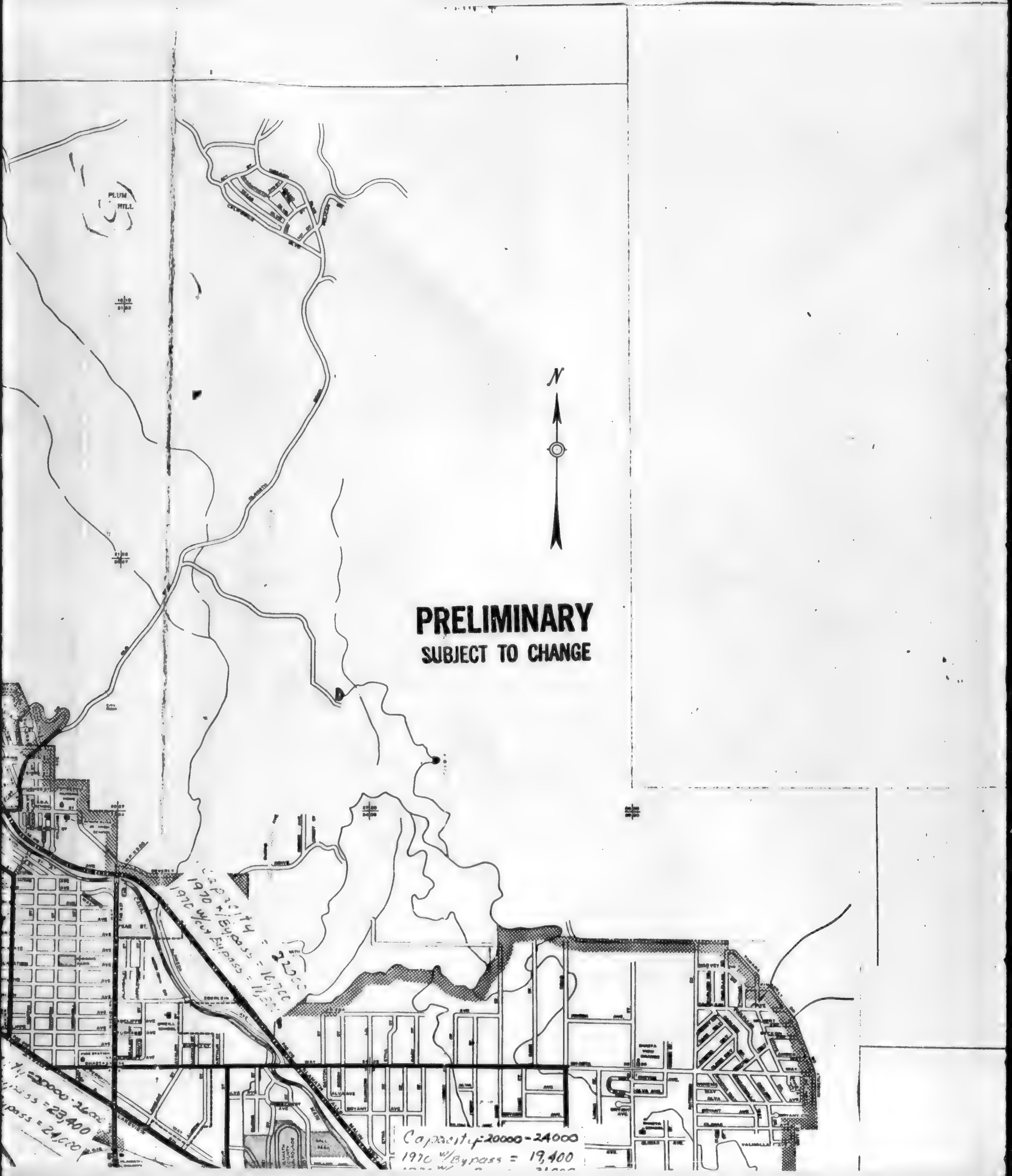


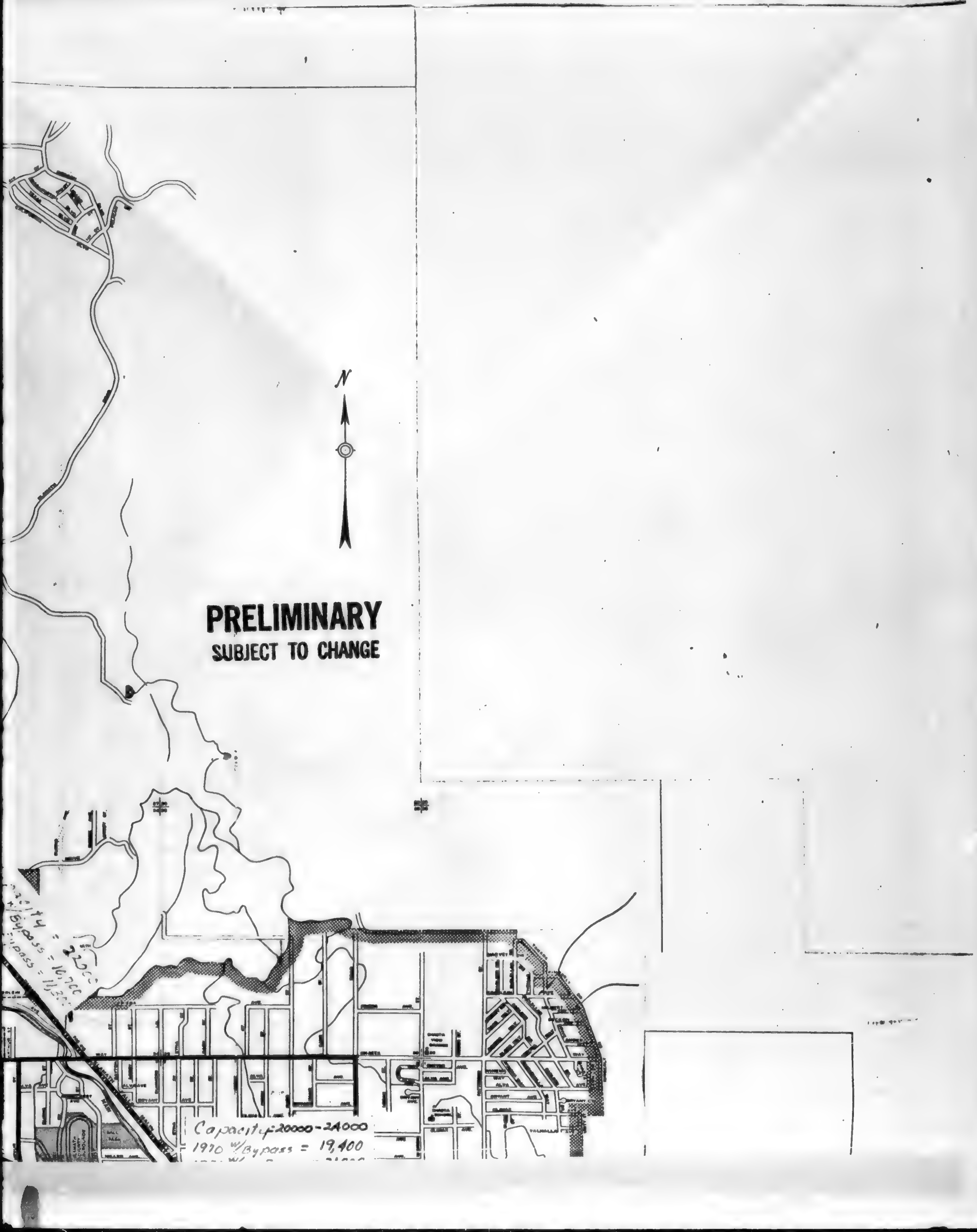
UPPER
KLAMATH
LAKE
TERMINAL CITY
PLUM HILL
O.T.I.
LAKE
EWAUNA

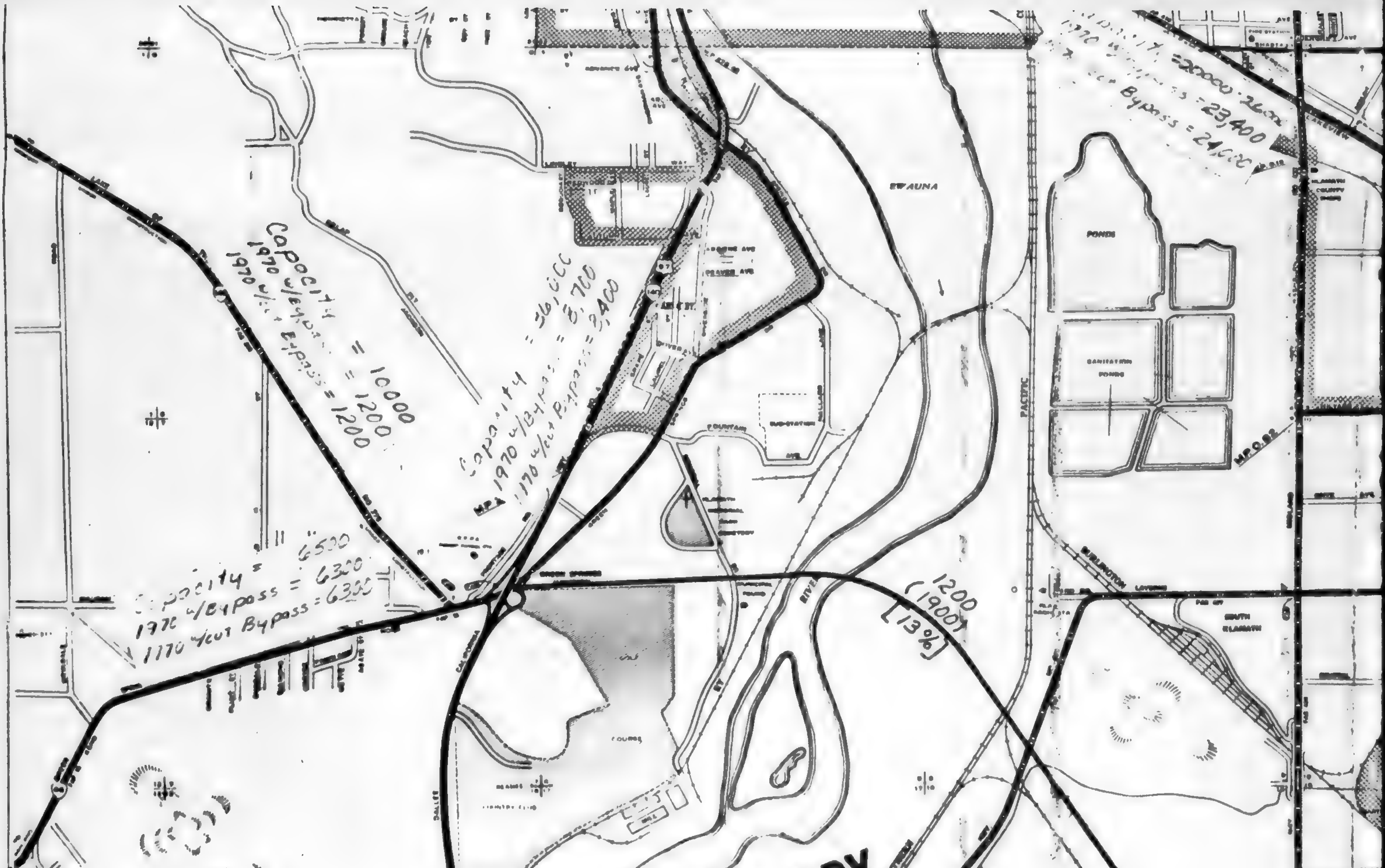
Capacity = 14,000
1970 w/Bypass = 7,3[illegible]
1970 [illegible]

Capacity = 15,[illegible]
1970 w/Bypass = 5,150
1970 w/o Bypass = 4,500

Capacity = 20000-26000
1970 w/Bypass = 23,400
1970 w/o Bypass = 24,000


PLUM HILL
N
PRELIMINARY
SUBJECT TO CHANGE
Capacity = 22000
1970 +/Bypass = 16,700
1970 W/out Bypass = 11,[illegible]
=20000-26000
=23,400
pass = 24,000
Capacity 20000 - 24000
1970 w/ Bypass = 19,400

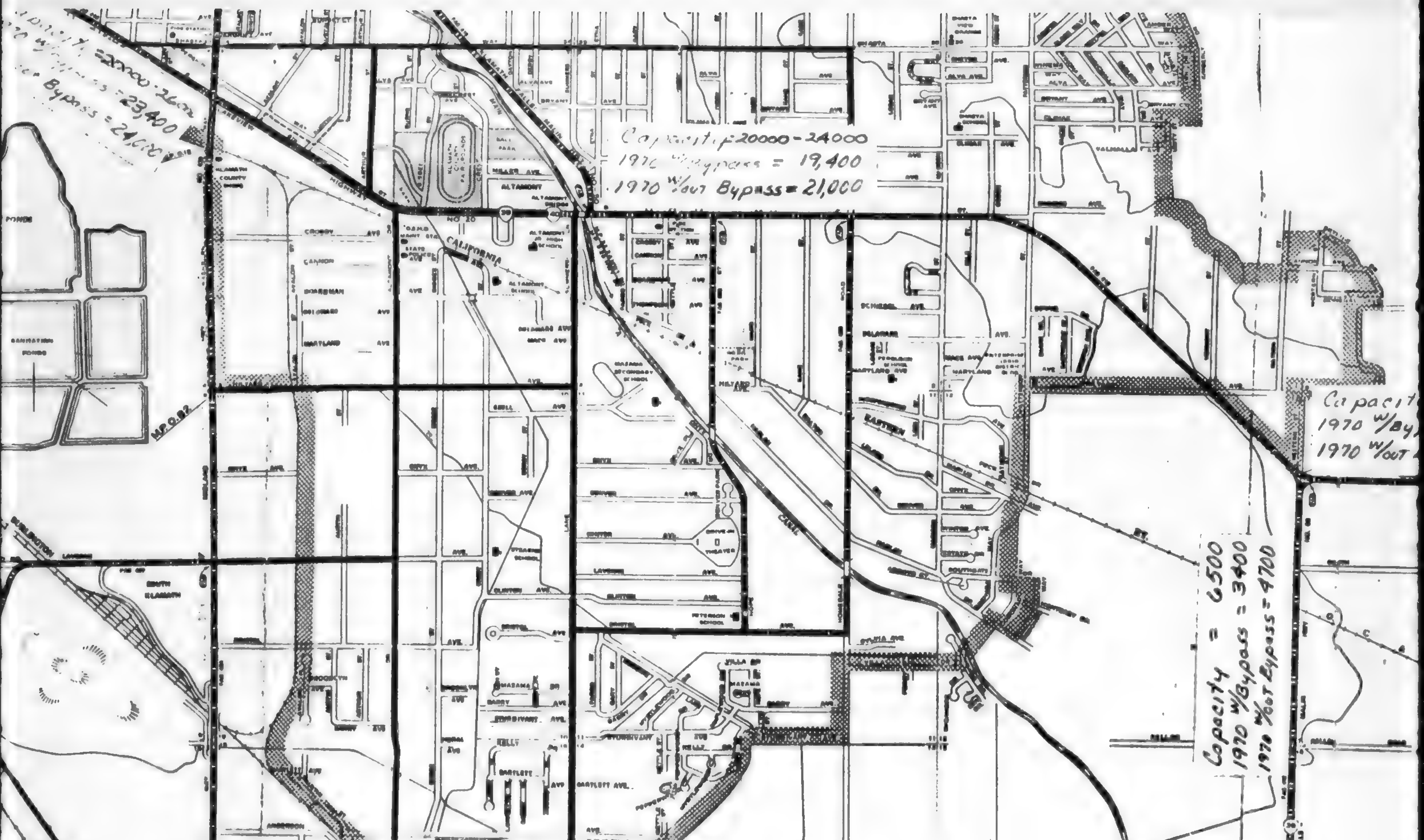

N
PRELIMINARY
SUBJECT TO CHANGE
Capacity = 22,000
+ Bypass = 16,700
Bypass = 11,300
Capacity 20000-24000
1970 w/Bypass = 19,400

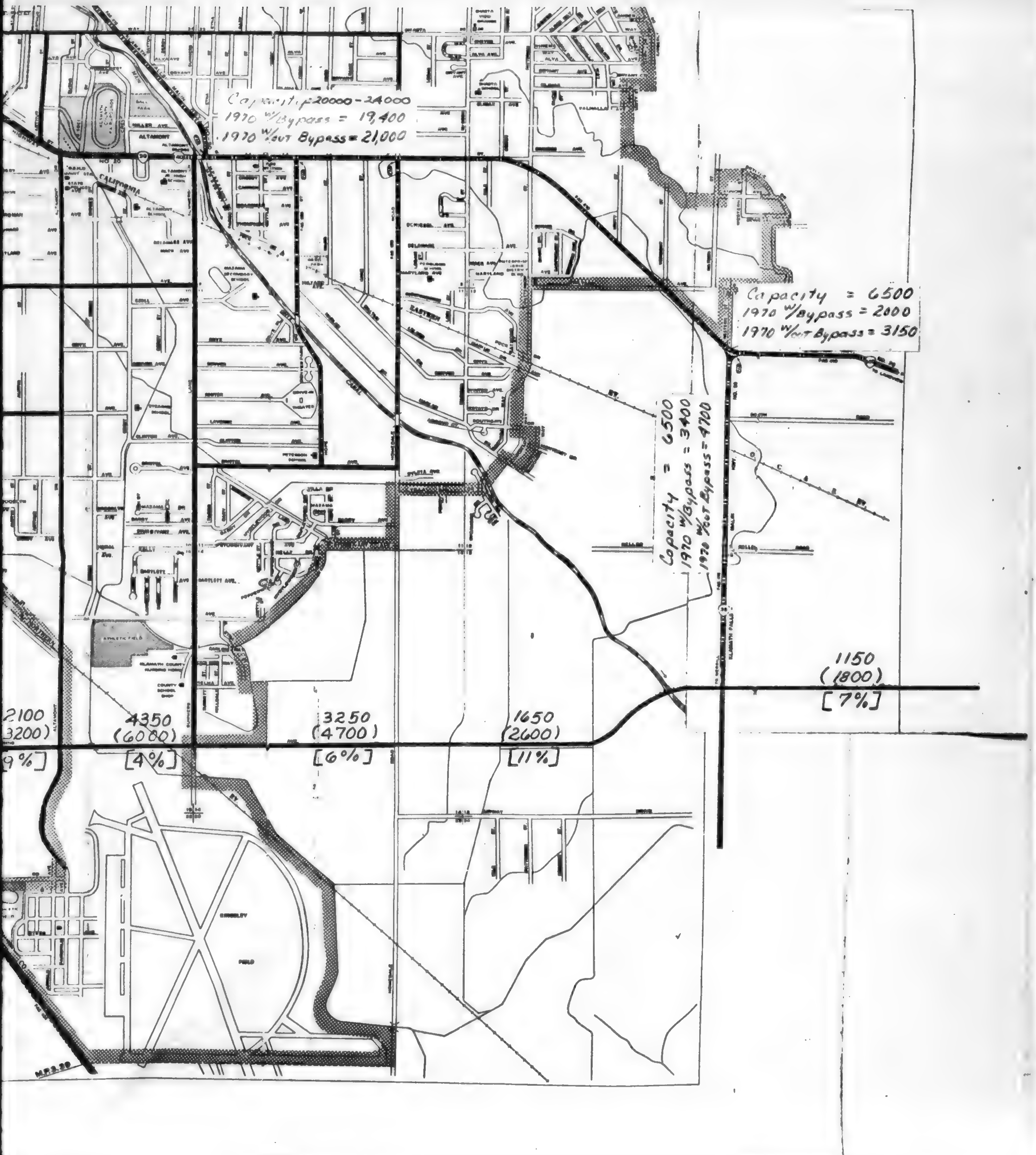

Capacity = 10000
1970 w/Bypass = 1200
1970 w/out Bypass = 1200
Capacity = 36,000
1970 w/Bypass = 8,700
1970 w/out Bypass = 9,400
Capacity = 6500
1970 w/Bypass = 6300
1970 w/out Bypass = 6300
Capacity = 20000 - 26000
1970 w/Bypass = 23,400
w/out Bypass = 24,000
1200
(1900)
[13%]
1250
(2000)
[14%]
PRELIMINARY
SUBJECT TO CHANGE
EWAUNA
PONDS
SANITATION PONDS
KLAMATH
PACIFIC
SOUTHERN
BURLINGTON
SOUTH KLAMATH
KLAMATH COUNTY
CENTRAL BUSINESS
PUBLIC AREAS
URBAN AREA BOUNDARY
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE
U S NUMBER
STATE NUMBER
POST OFFICE
SCHOOL
CITY CENTER
R R DEPOT
CITY LIMIT

KLAMATH FALLS BYPASS

XXXX - 1970 Daily Traffic
(XXXX) - 1990 Daily Traffic
[%] - Percent Heavy Trucks
Capacity - Existing Capacity Serv Level "C"
1970 w/Bypass - 1970 Daily Traffic with Bypass
1970 w/out Bypass - 1970 Daily Traffic without Bypass

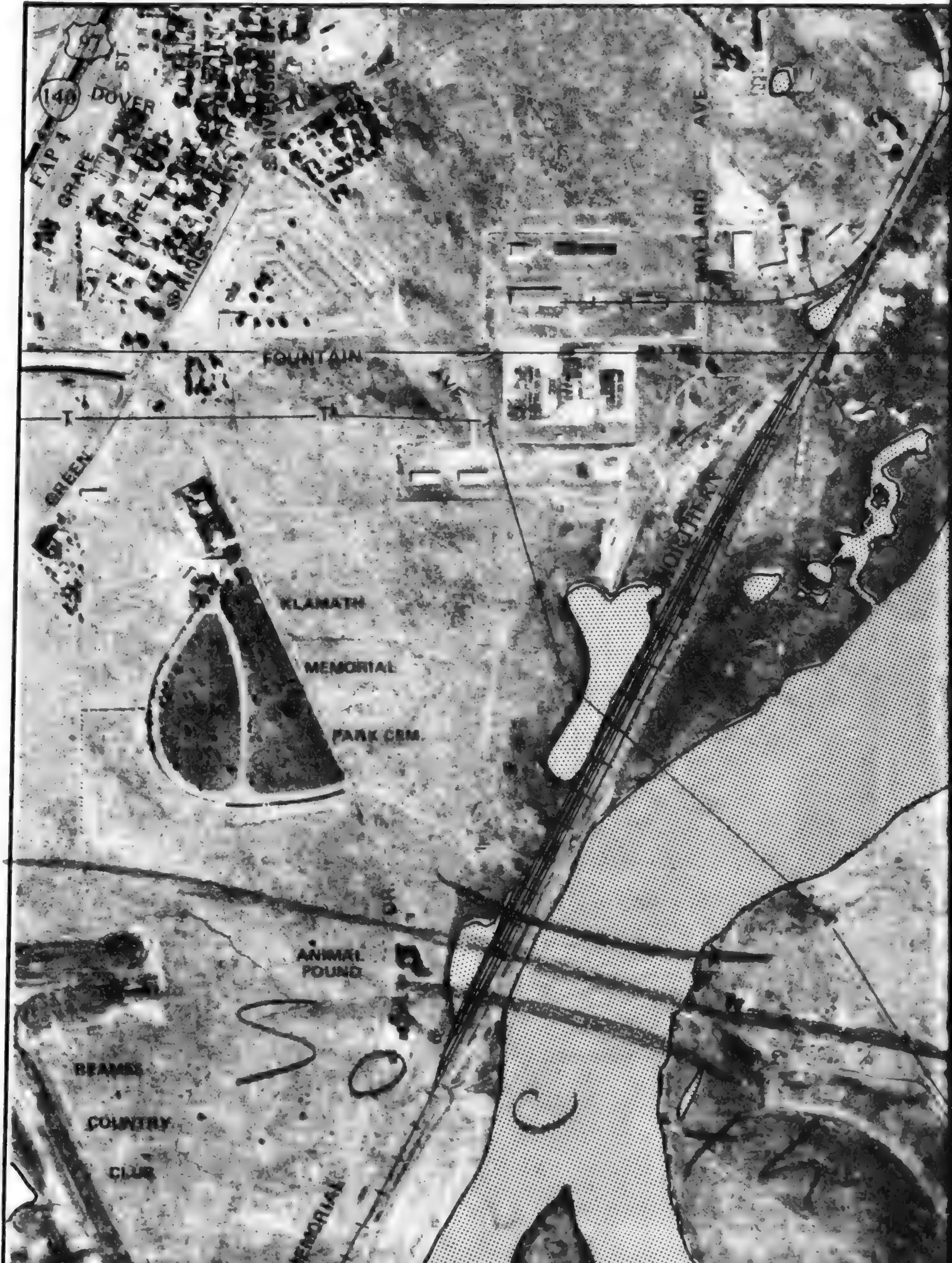
9-14-71

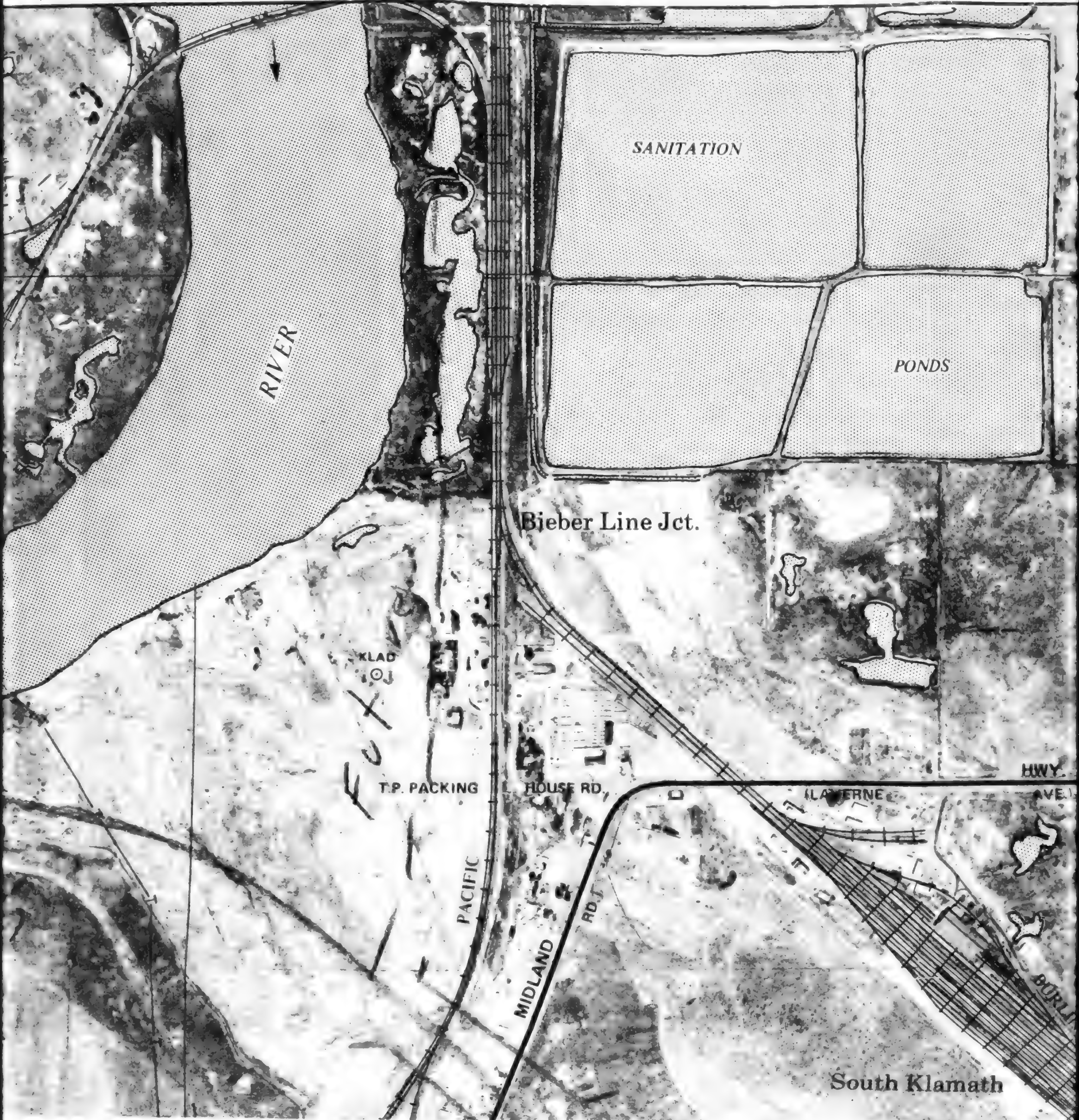

apacity = 20000-26000
70 w/Bypass = 23,400
er Bypass = 21,000
Capacity = 20000-24000
1970 w/Bypass = 19,400
1970 w/out Bypass = 21,000
Capacit
1970 w/By
1970 w/out
Capacity = 6500
1970 w/Bypass = 3400
1970 w/out Bypass = 4700
1250
(2000)
[14%]
2100
(3200)
[9%]
4350
(6000)
[4%]
3250
(4700)
[6%]
1650
(2600)
[11%]
ES
"C"
pass
ypass
4-71
CALIFORNIA
SOUTH KLAMATH
SANITATION PONDS
ATHLETIC FIELD
KLAMATH COUNTY NURSING HOME
COUNTY SCHOOL SHOP
KINGSLEY
FIELD

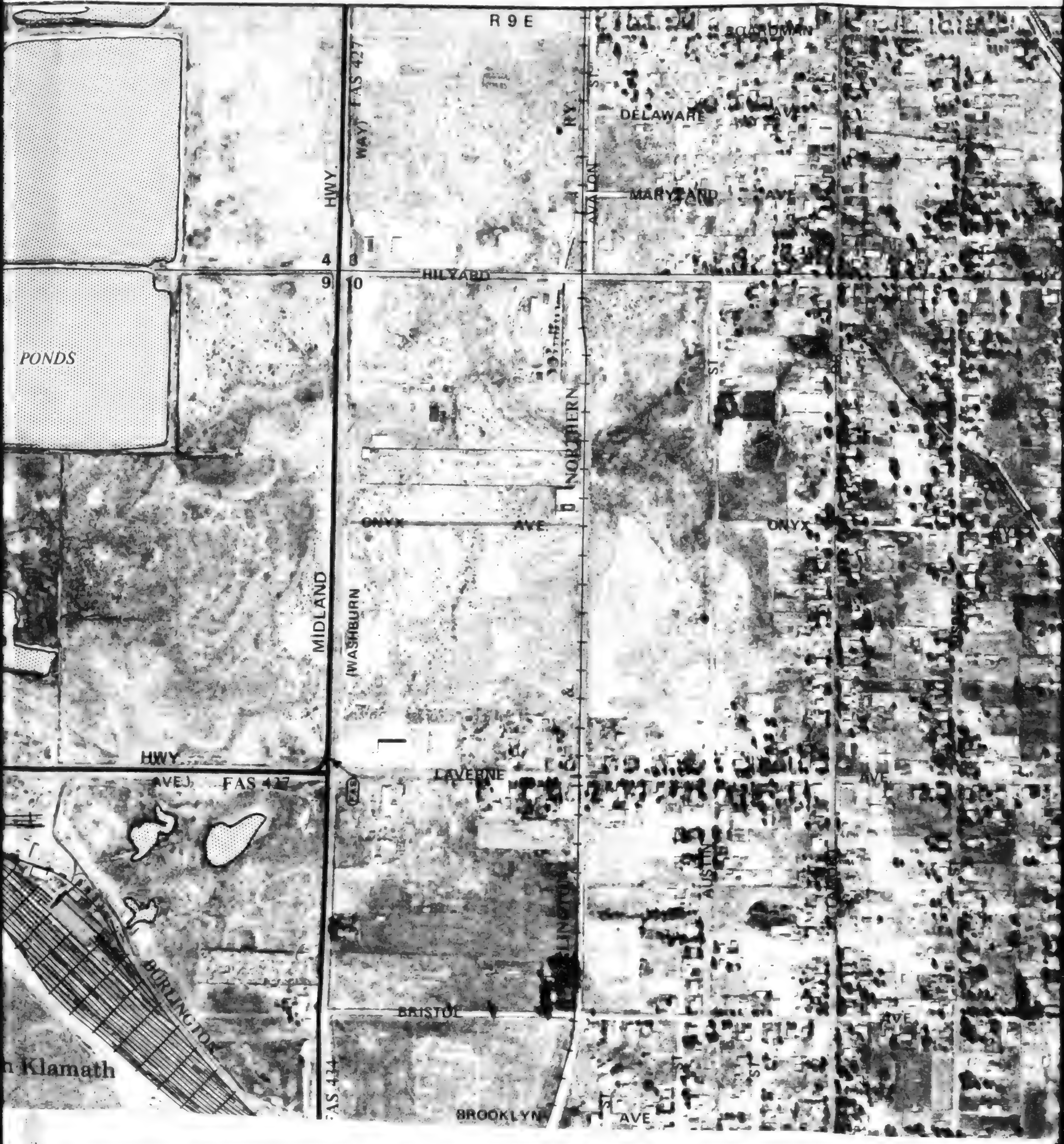

Capacity = 20000 - 24000
1970 w/Bypass = 19,400
1970 w/out Bypass = 21,000
Capacity = 6500
1970 w/Bypass = 2000
1970 w/out Bypass = 3150
Capacity = 6500
1970 w/Bypass = 3400
1970 w/out Bypass = 4700
1150
(1800)
[7%]
2100
3200)
9%]
4350
(6000)
[4%]
3250
(4700)
[6%]
1650
(2600)
[11%]
ALTAMONT
CALIFORNIA
ALVA AVE
BRYANT AVE
DELAWARE AVE
MARYLAND AVE
EASTERN
BARTLETT AVE
SYLVIA AVE
ATHLETIC FIELD
KLAMATH COUNTY
KINGSLEY
FIELD

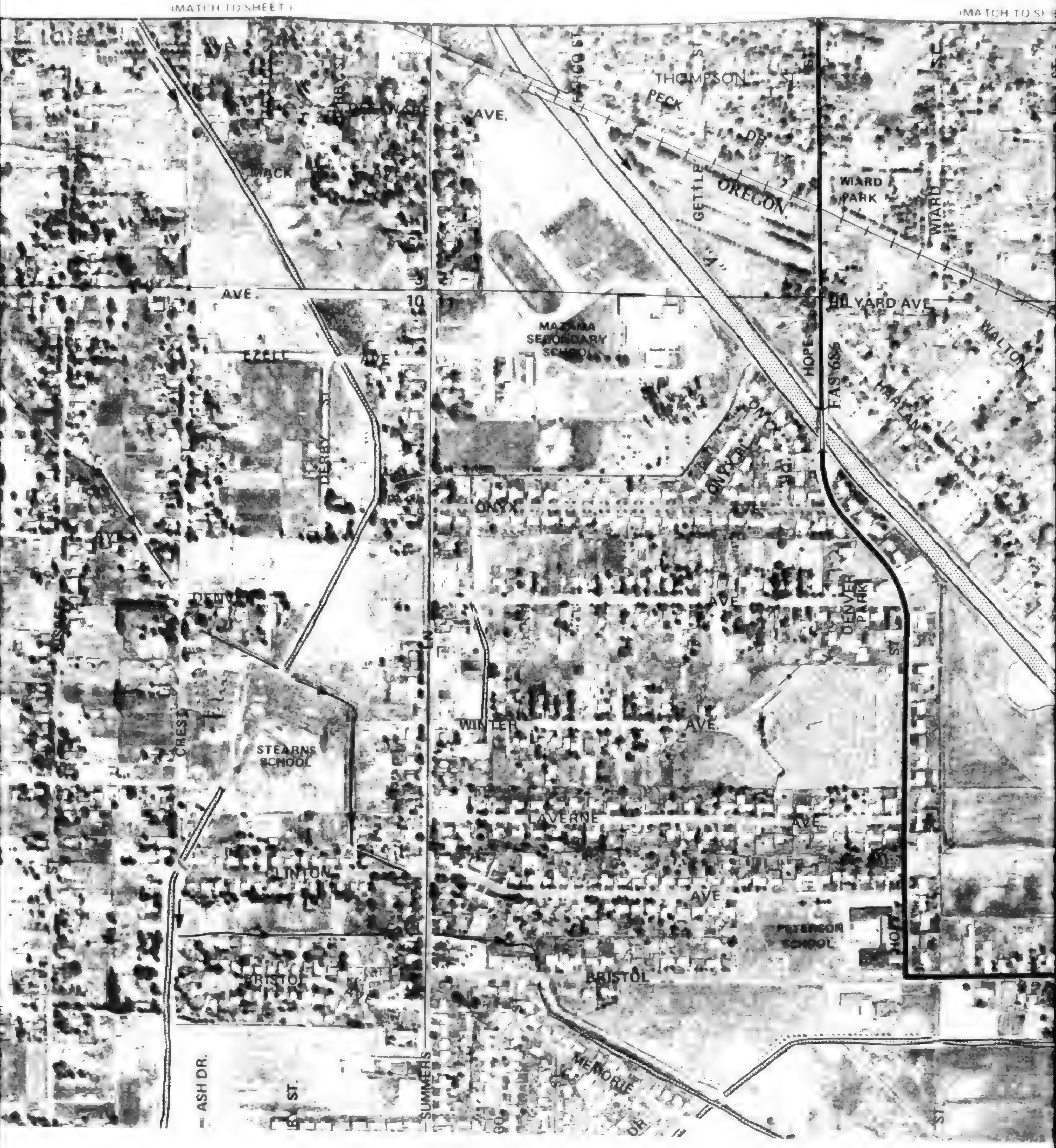
(MATCH TO SHEET E)

(MATCH TO SHEET D2)

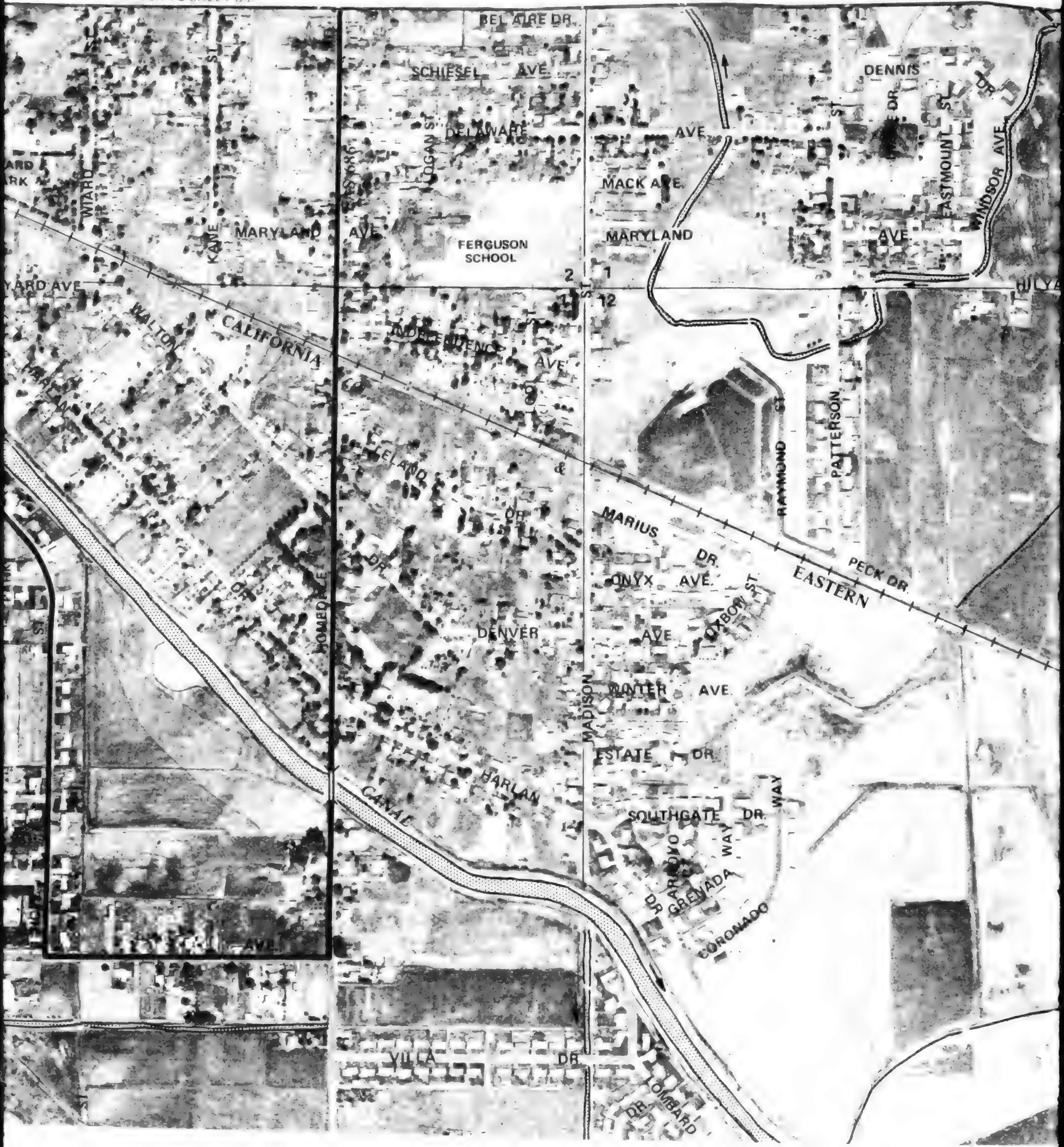

97
140
DOVER
FAP 4
GRAPE
ST
LAUREL
SPRINGS
RIVERSIDE
WILLARD
AVE
FOUNTAIN
AVE
GREEN
KLAMATH
MEMORIAL
PARK CEM.
ANIMAL
POUND
DR
BEAMS
COUNTRY
CLUB
MEMORIAL

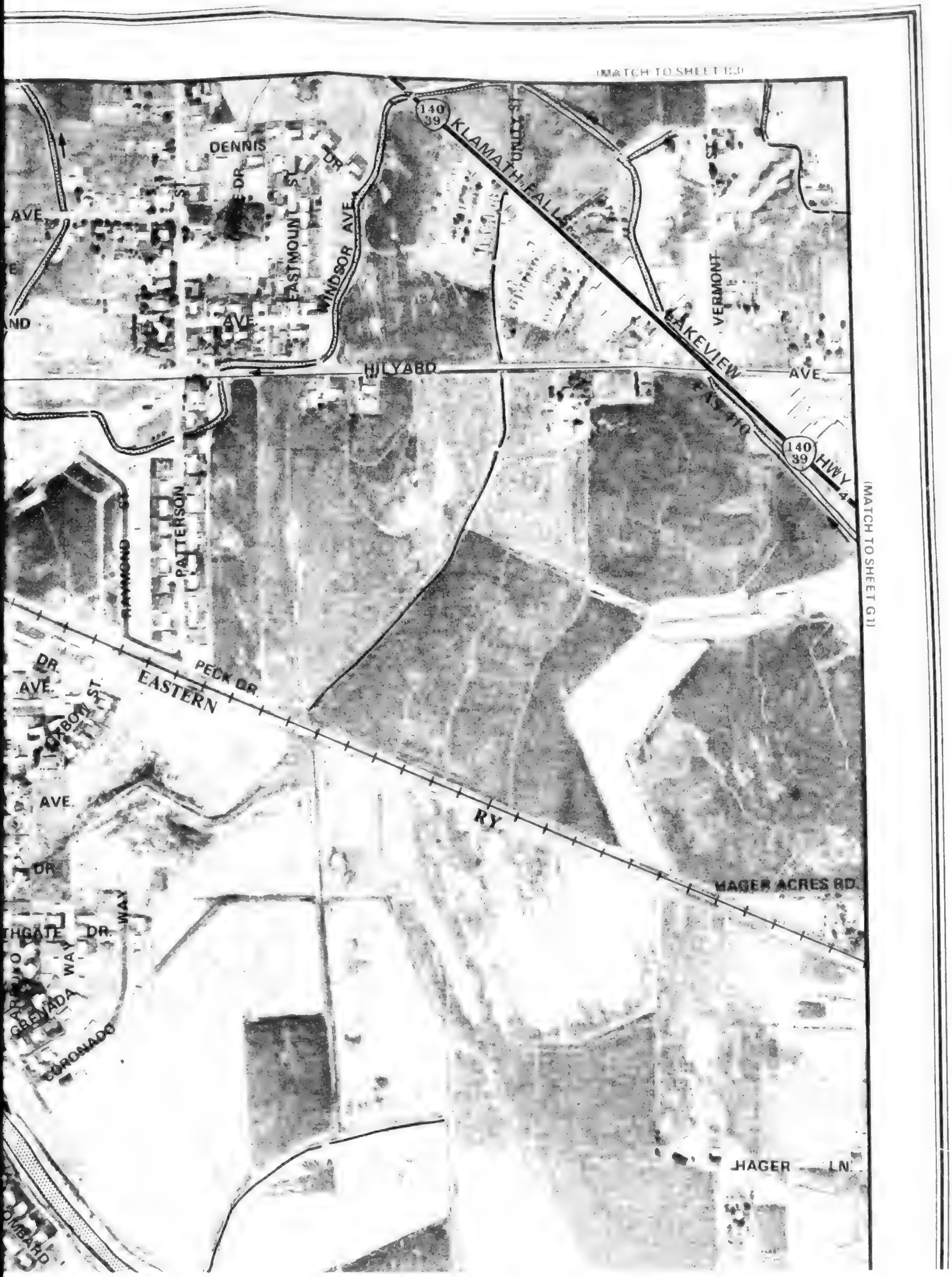

SANITATION
PONDS
RIVER
Bieber Line Jct.
KLAD
T.P. PACKING
HOUSE RD.
LAVERNE
AVE.
HWY.
PACIFIC
MIDLAND
RD.
BURL
South Klamath

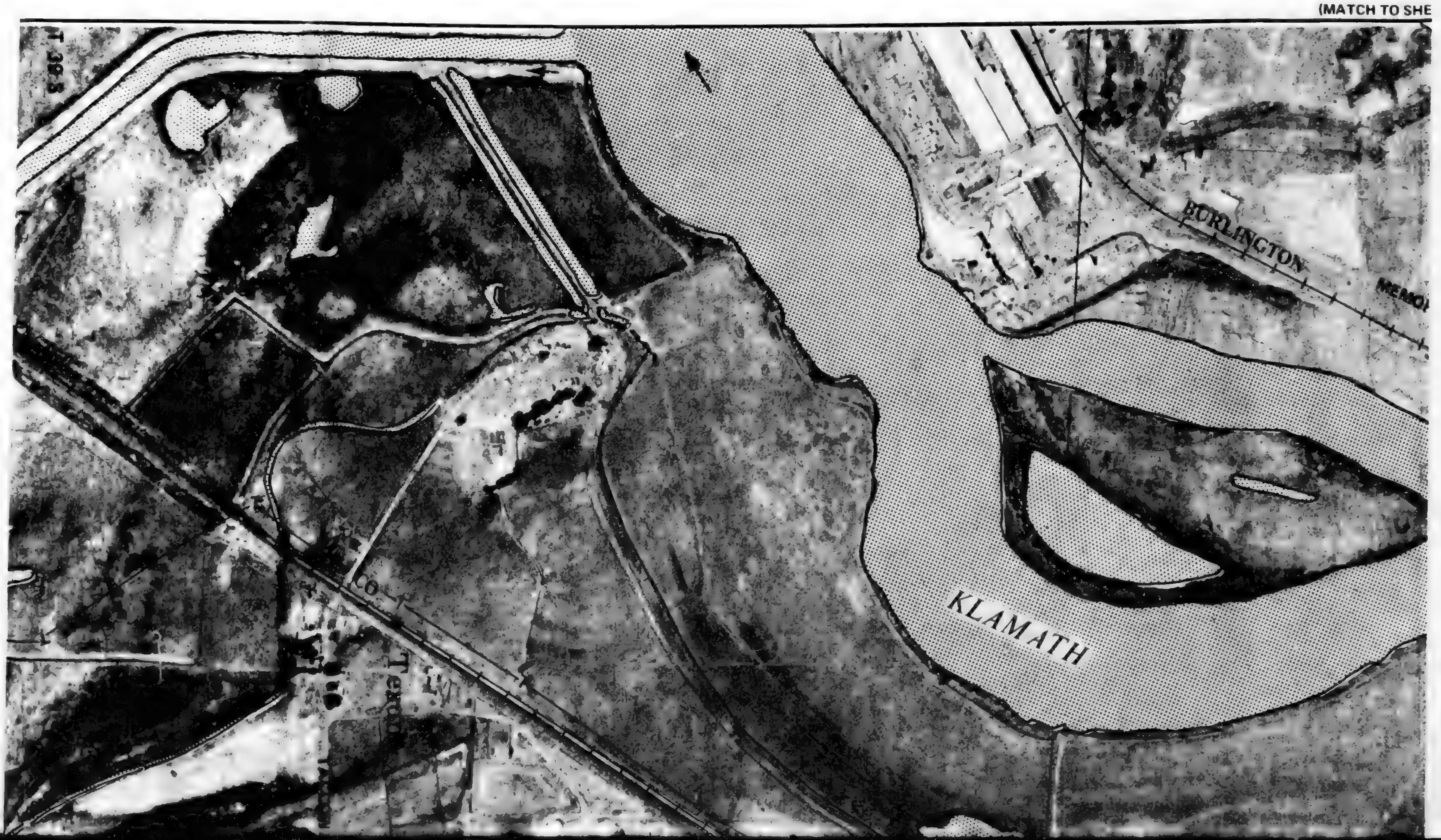

R9E
BOARDMAN
DELAWARE
AVE
MARYLAND
AVE
AVALON
ST
RY.
HWY.
(WAY) FAS 427
4
3
9
10
HILYARD
PONDS
NORTHERN
ST
ONYX
AVE
ONYX
MIDLAND
(WASHBURN
&
HWY
(AVE.) FAS 427
LAVERNE
AVE
AUSTIN
BURLINGTON
BURLINGTON
BRISTOL
AVE
FAS 434
ST
ST
BROOKLYN
AVE
n Klamath

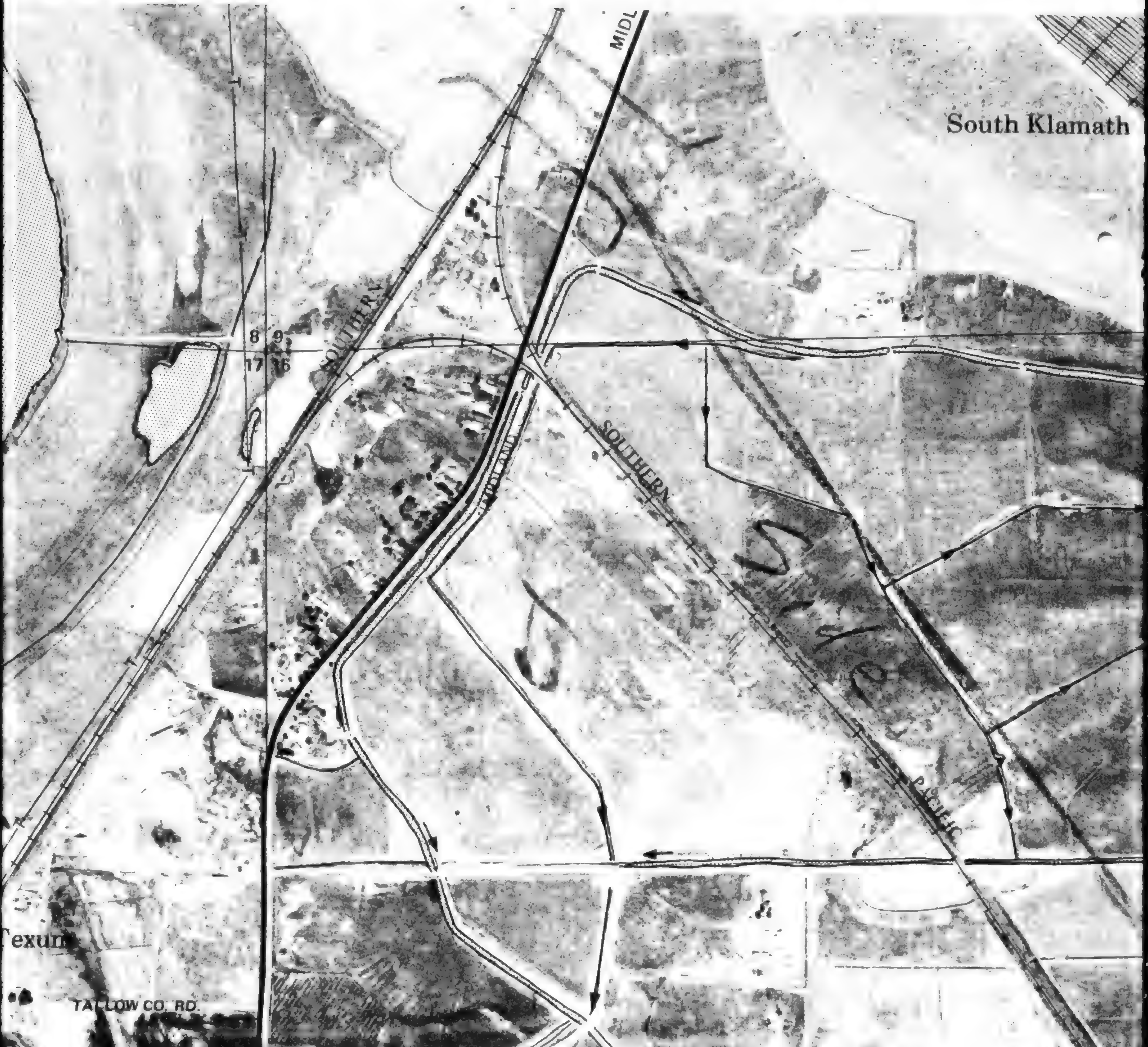

(MATCH TO SHEET)
(MATCH TO S
THOMPSON
ST.
PECK
DR.
OREGON
GETTLE
WIARD PARK
WIARD
AVE.
AVE.
10
11
HILYARD AVE
WALTON
MAZAMA SECONDARY SCHOOL
EZELL
AVE
DERBY
ST
HOPE
FAS 686
HARLAN
ONYX
AVE
DENVER
AVE
DENVER PARK
WINTER
AVE.
CREST
STEARNS SCHOOL
LAVERNE
AVE
CLINTON
AVE
PETERSON SCHOOL
BRISTOL
BRISTOL
ASH DR.
ST.
SUMMERS
MEMORIE
DR
ST

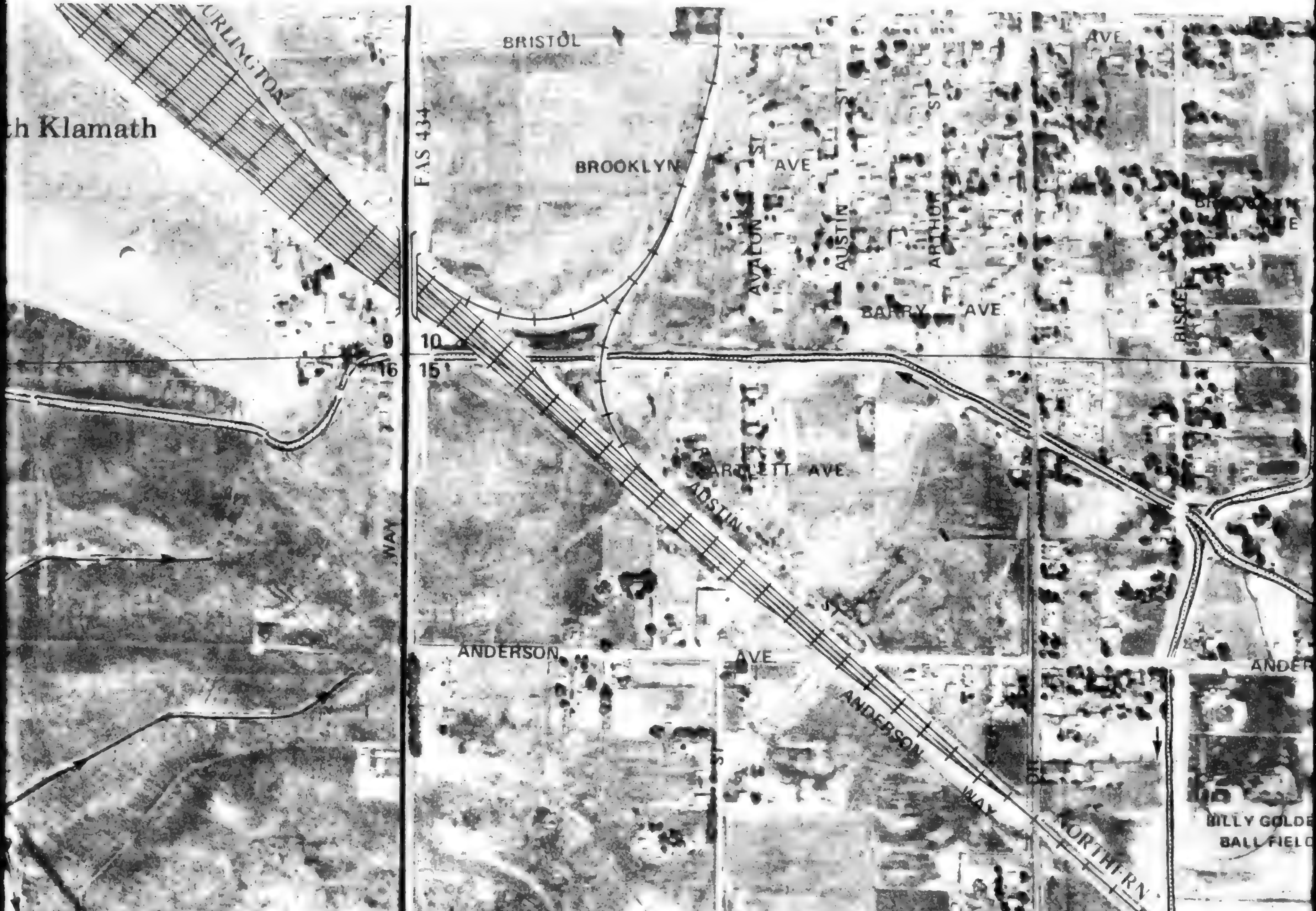
(MATCH TO SHEET B3)

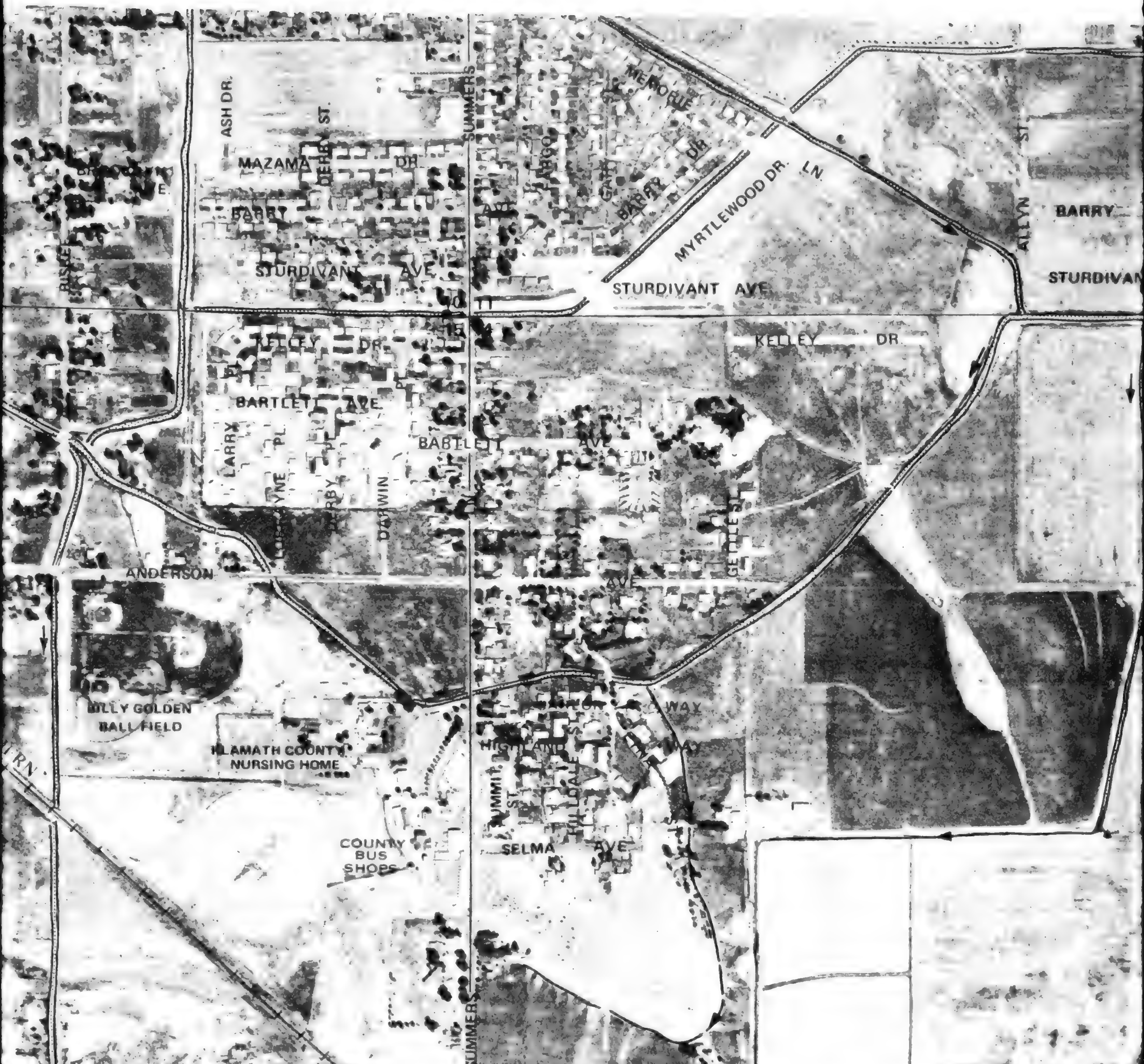

BEL AIRE DR.
SCHIESEL AVE.
DENNIS
DR.
DR.
DELAWARE
AVE
LOGAN ST.
OXFORD ST.
KANE ST.
WARD
MACK AVE.
EASTMOUNT ST.
WINDSOR AVE.
MARYLAND AVE.
FERGUSON SCHOOL
MARYLAND
AVE.
2 1
12
ST.
HILYARD AVE.
HILYA
WALTON
CALIFORNIA
HARLAN
INDEPENDENCE AVE.
RAYMOND ST.
PATTERSON
LELAND
DR.
&
MARIUS DR.
PECK DR.
EASTERN
DR.
DR.
ONYX AVE.
OXBOW ST.
HOMBOLDT
DENVER AVE.
MADISON
WINTER AVE.
ESTATE DR.
HARLAN
CANAL
SOUTHGATE DR.
WAY
WAY
ARROYO
GRENADA
DR.
CORONADO
AVE.
VILLA DR.
DR.
LOMBARD

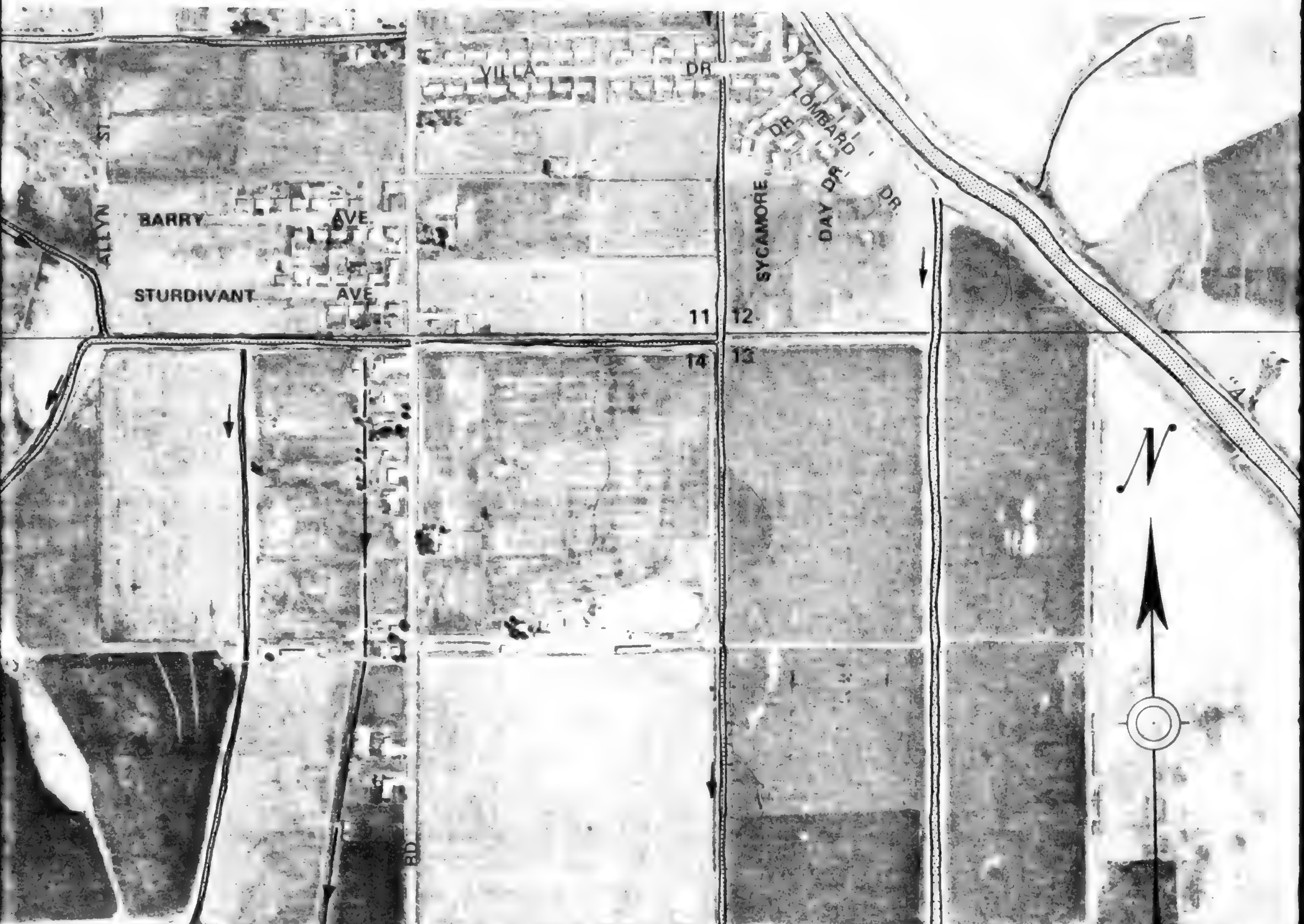

(MATCH TO SHEET E3)
140
39
KLAMATH FALLS
LAKEVIEW
HWY
FAS 410
140
39
DENNIS
DR.
ST.
DR.
AVE.
EASTMOUNT ST.
WINDSOR AVE.
UNITY ST.
VERMONT
ND
AVE.
HILYARD
AVE.
PATTERSON
RAYMOND ST.
PECK DR.
EASTERN
RY.
DR.
AVE.
ST.
AVE.
DR.
WAY
HAGER ACRES RD.
THGATE DR.
WAY
GRENADA
CORONADO
LOMBARD
HAGER LN.
(MATCH TO SHEET G1)

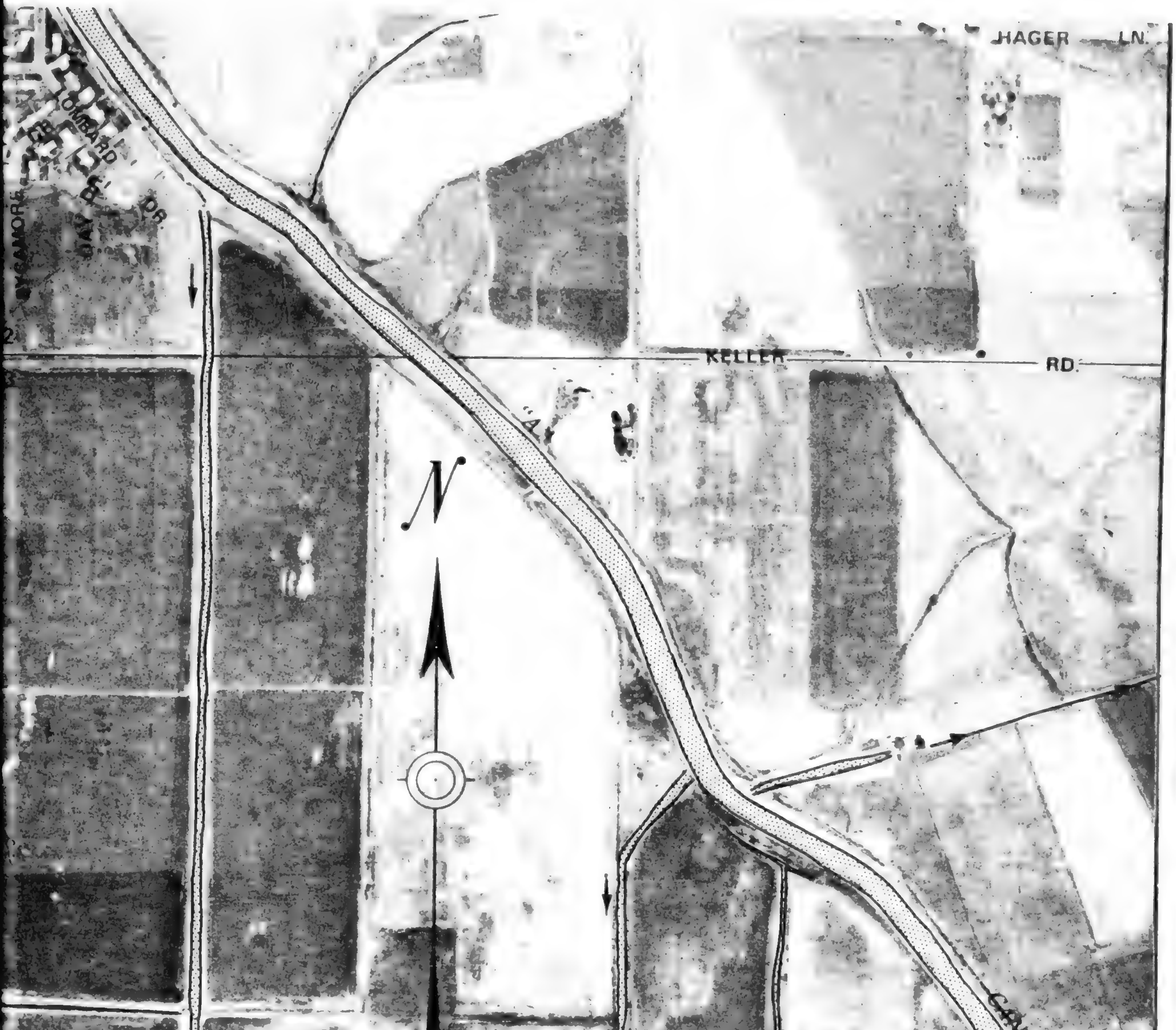

(MATCH TO SHE
BURLINGTON
MEMO
KLAMATH
T 39 S
Co
Texa

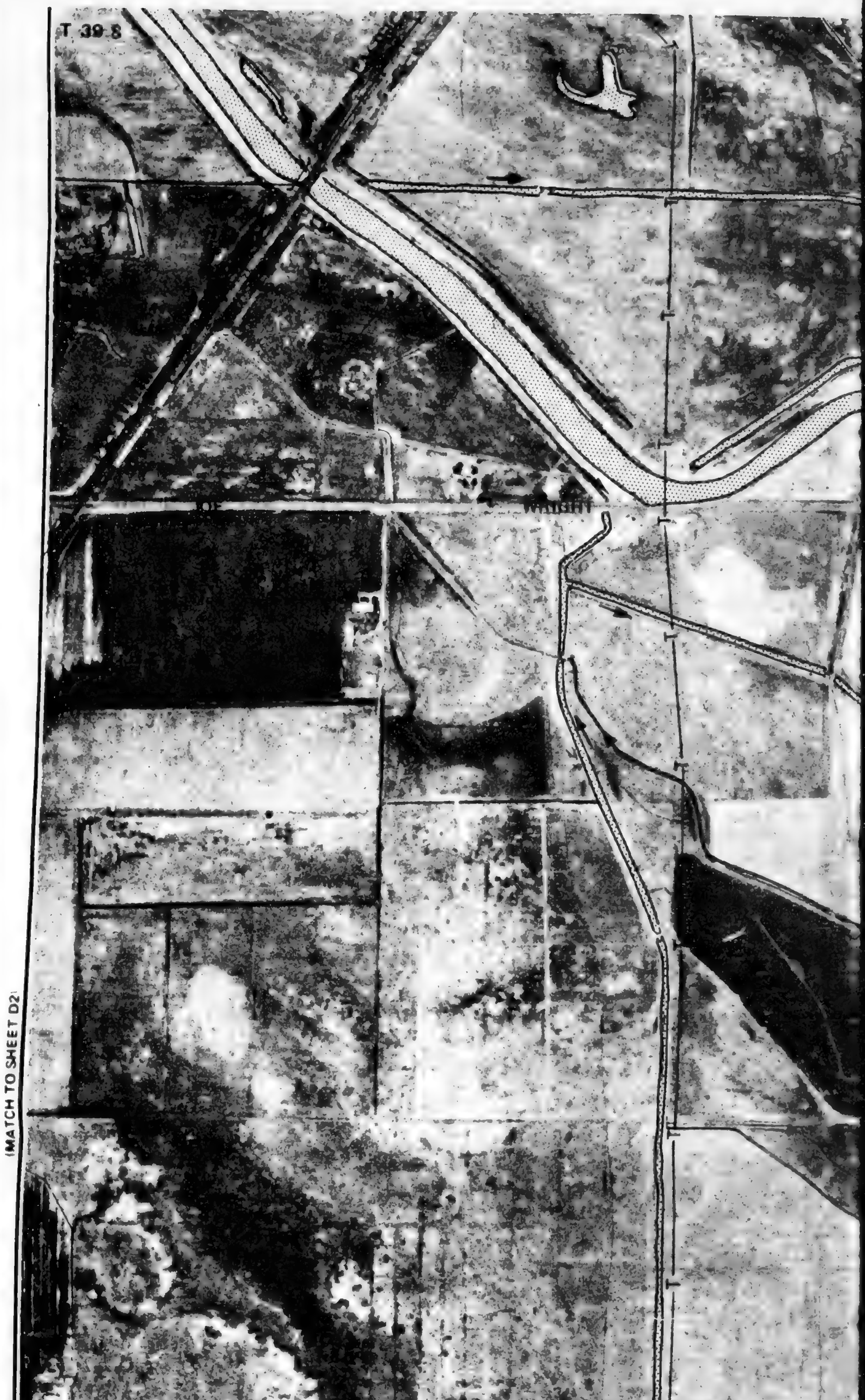

South Klamath
MIDL
SOUTHERN
8
9
17
16
SOUTHERN
MIDLAND
Site
PACIFIC
Texum
TALLOW CO. RD.
HWY.

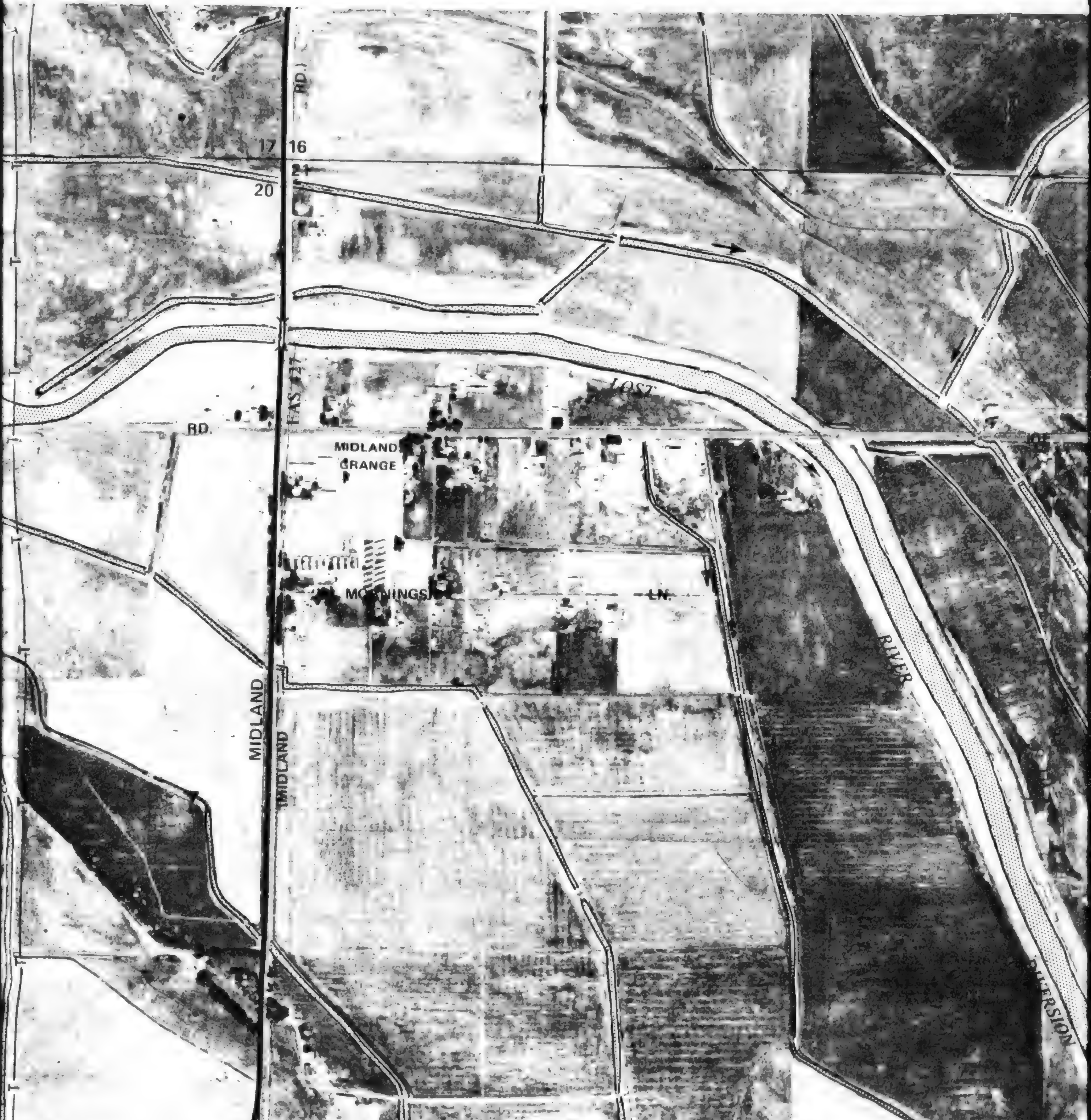

th Klamath
URLINGTON
BRISTOL
AVE
BROOKLYN
AVE
FAS 434
AVALON
AUSTIN
ARTHUR
ST
ST
BARRY
AVE
BISKEE
9
10
16
15
BARTLETT
AVE
AUSTIN
WAY
ANDERSON
AVE
ANDER
ANDERSON
WAY
NORTHERN
BILLY GOLDE
BALL FIELD
ST
AVALON
JOHNS
AVE
WASHBURN
CO.


ASH DR.
MAZAMA DR.
DERBY ST.
SUMMERS
BARRY
STURDIVANT AVE.
MEMORIE LN.
ARGO
BARRY DR.
MYRTLEWOOD DR.
LN.
ALLYN ST.
BARRY
STURDIVAN
STURDIVANT AVE.
RISLEY
KELLEY DR.
KELLEY DR.
BARTLETT AVE.
BARTLETT AVE.
LARRY
PL.
DERBY
DARWIN
ANDERSON AVE.
GETTLE ST.
BILLY GOLDEN BALL FIELD
KLAMATH COUNTY NURSING HOME
HIGHLAND
WAY
WAY
SUMMIT ST.
HILLDALE
SELMA AVE.
COUNTY BUS SHOPS
SUMMERS
JOHNS AVE.
AVE
AVE

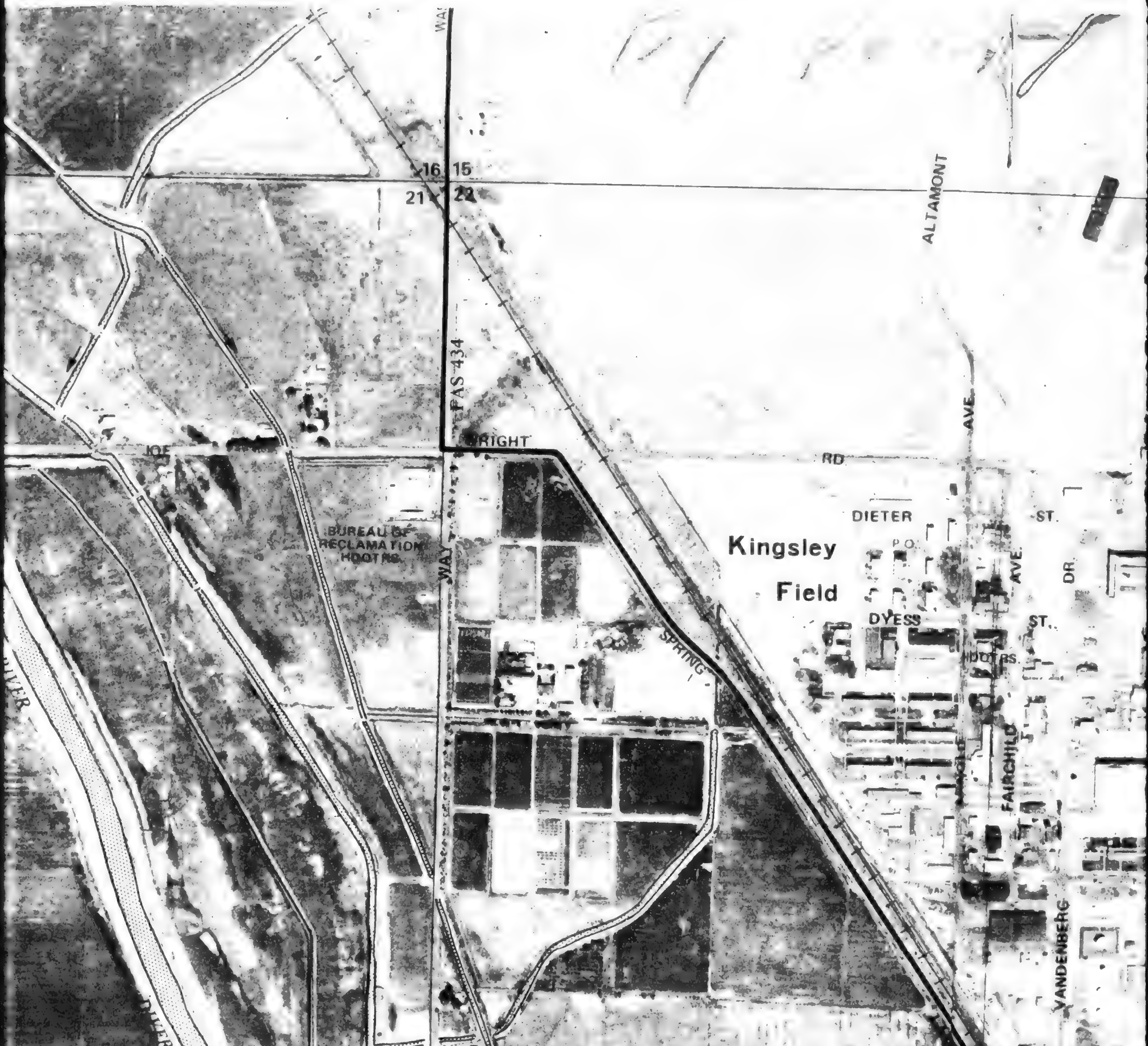

VILLA DR
LOMBARD DR
SYCAMORE DR
DAY DR
ALLYN ST
BARRY AVE
STURDIVANT AVE
11
12
14
13
N
RD
AVE
HOMEDALE


HAGER LN.
LOMBARD RD.
SYCAMORE
DAY
DR.
2
KELLER RD.
N
CANAL
T 39 S

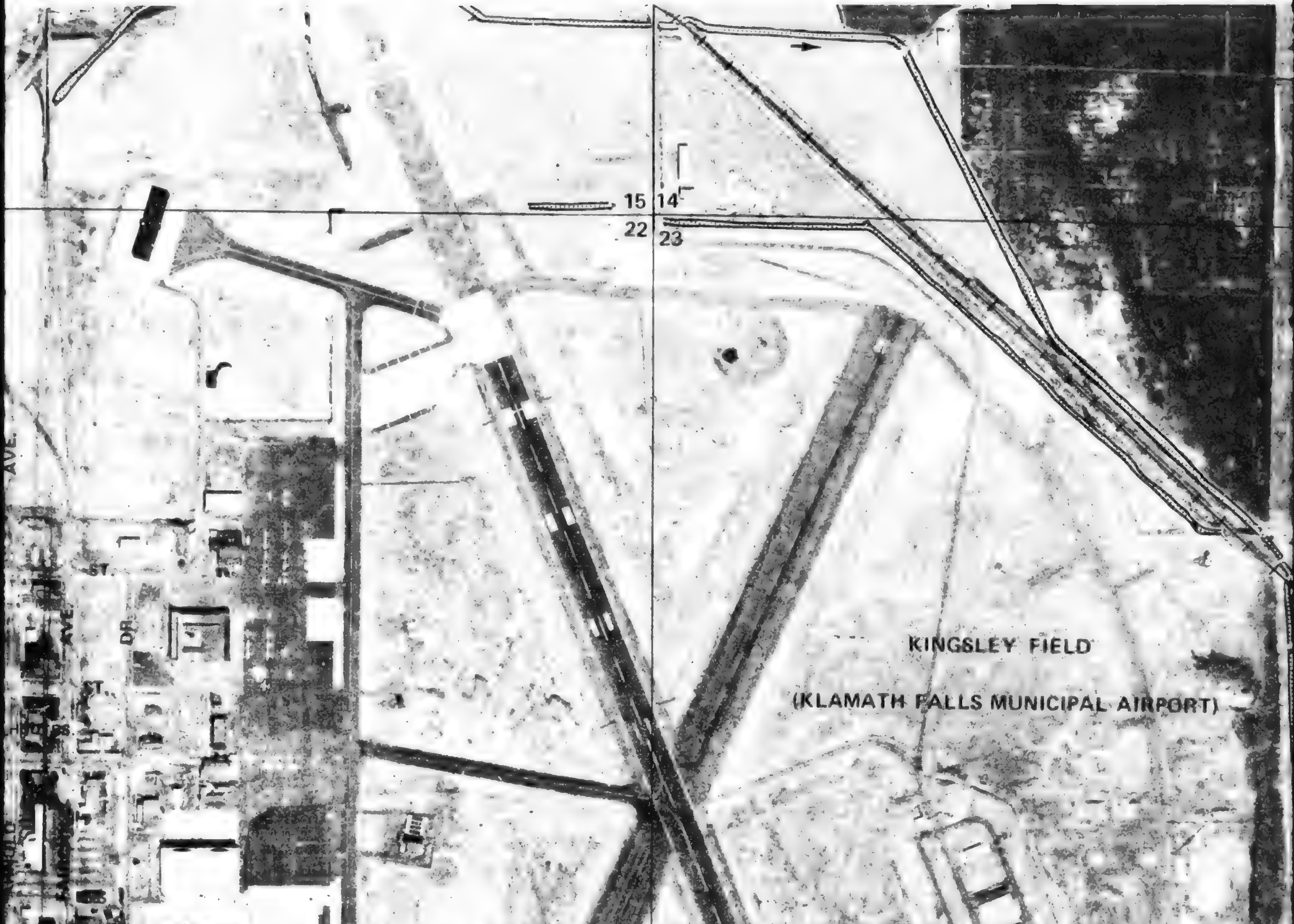

T 39 S
JOE
WRIGHT
MIDLAND
HWY
ISLAND
RD
(MATCH TO SHEET D2)

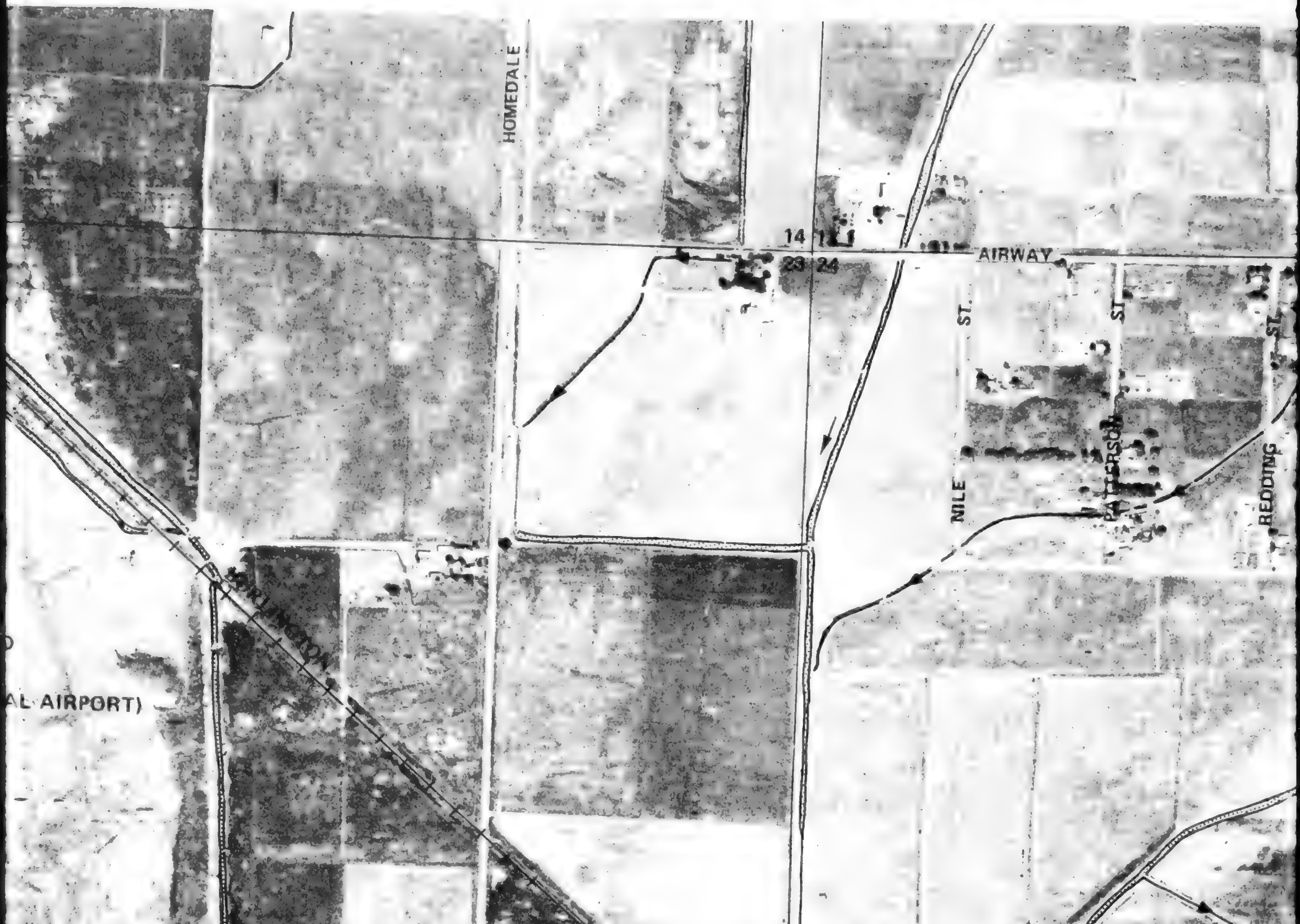


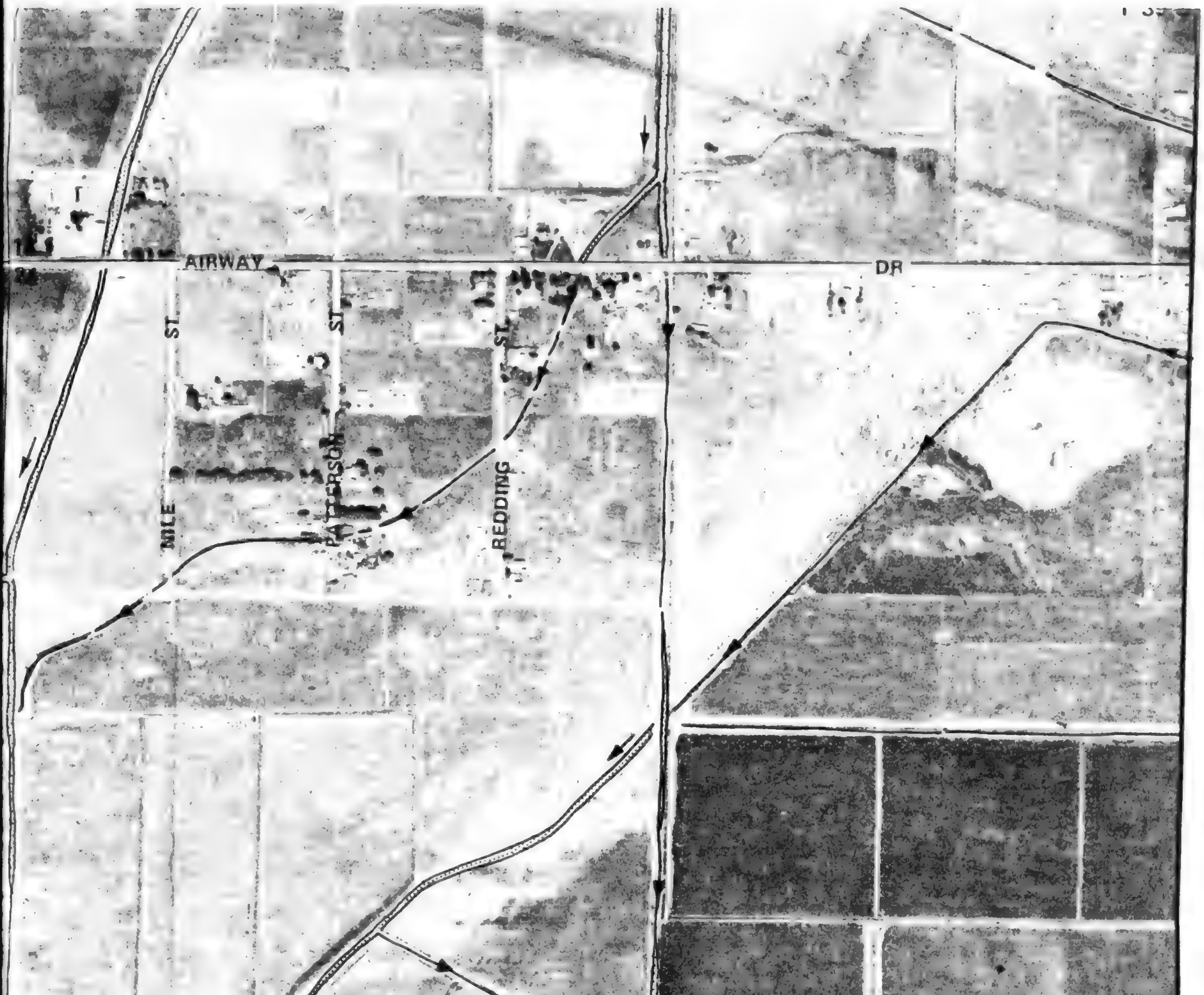
RD.
17
16
21
20
FAS 727
LOST
RD.
MIDLAND GRANGE
MORNINGS
LN.
MIDLAND
MIDLAND
RIVER
DIVERSION
HWY.
RD.
20
21
29
28

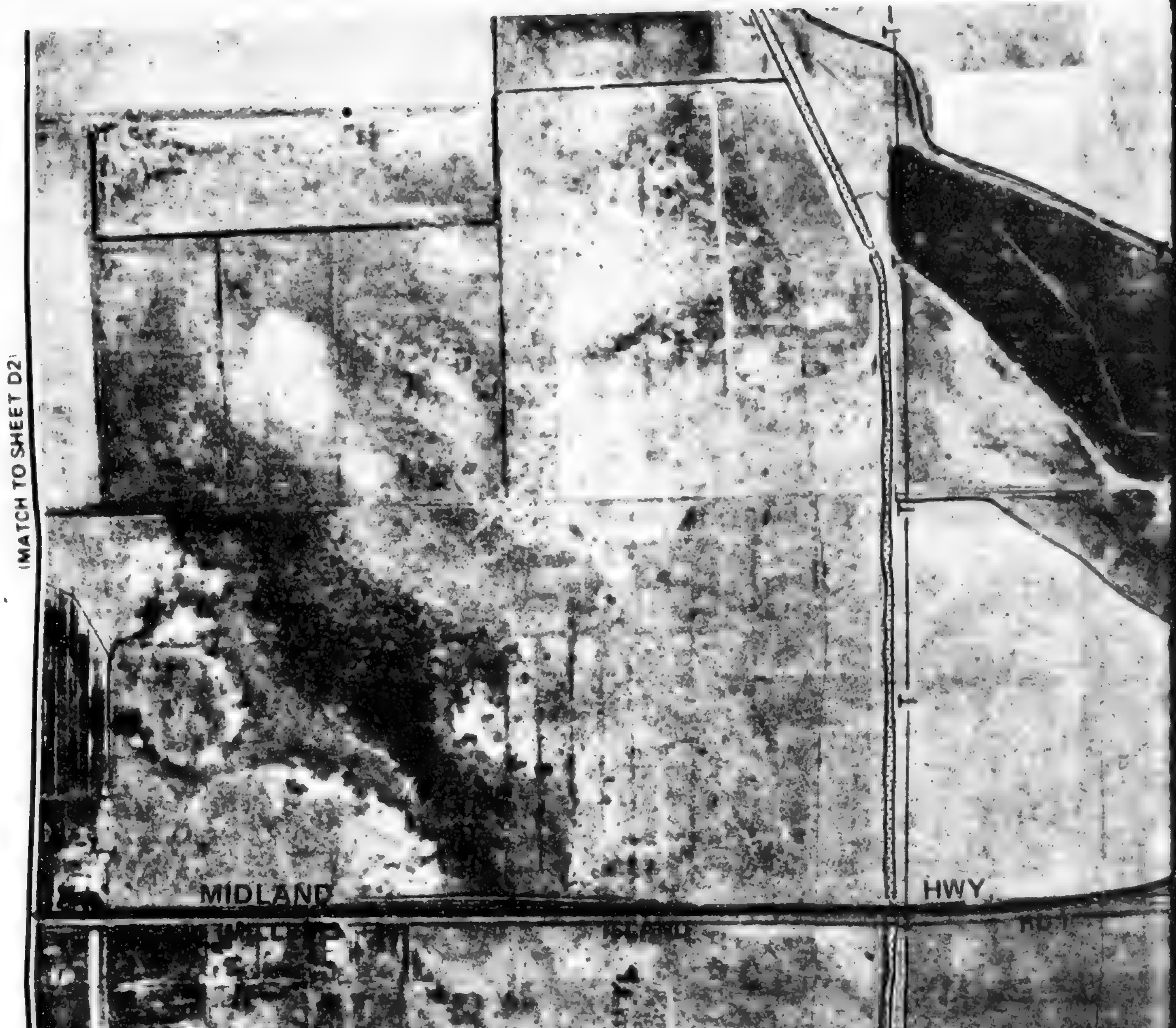


WAS
16 15
21 22
ALTAMONT
FAS 434
WRIGHT
RD
JOE
BUREAU OF RECLAMATION HDQTRS.
WAY
DIETER
ST.
Kingsley
Field
P.O.
AVE
AVE
DR.
DYESS
ST.
HDQTRS.
SPRING
FAIRCHILD
VANDENBERG
RIVER
DIVERSION
21 22
28 27

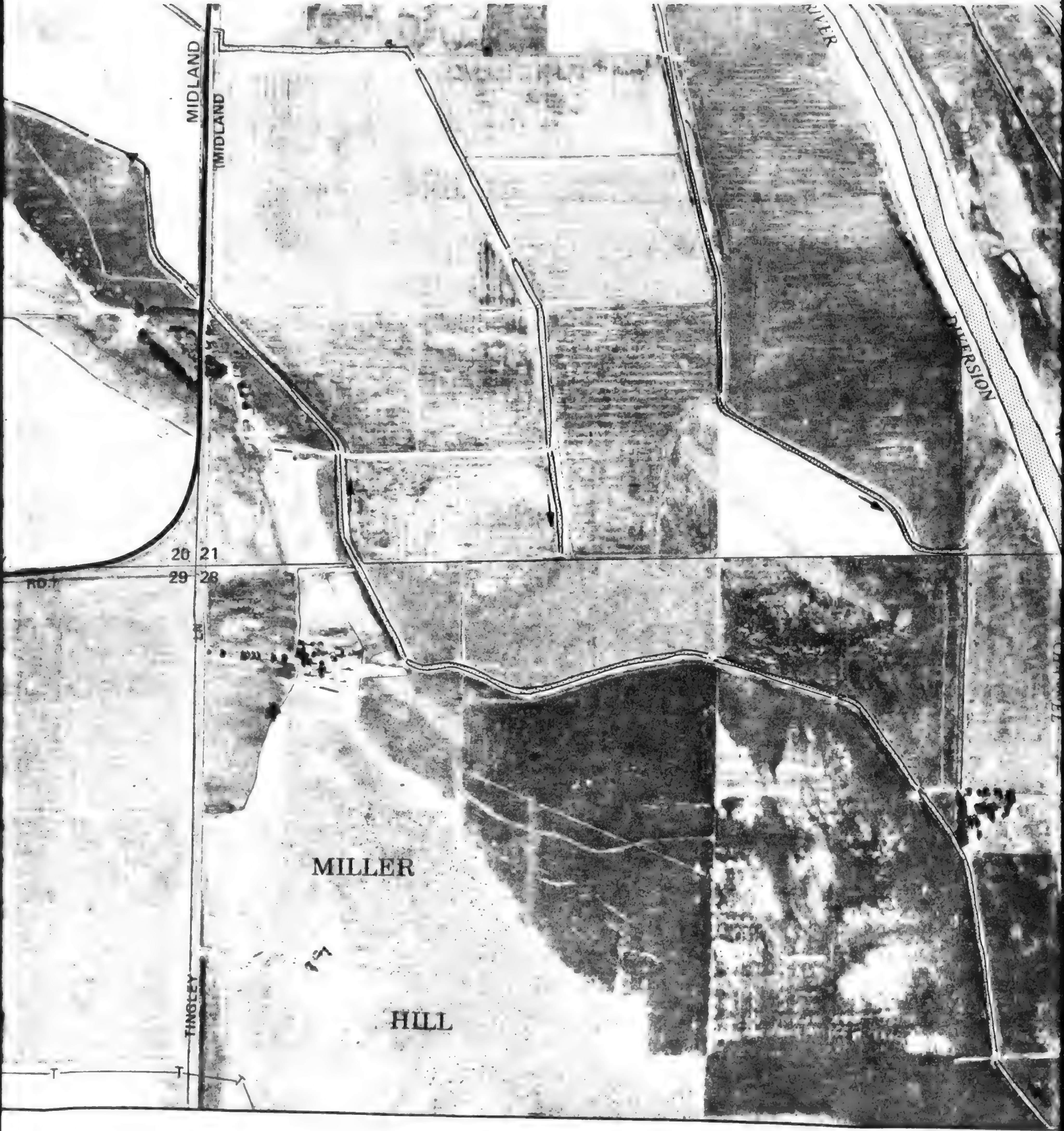

15
14
22
23
AVE
ST.
AVE
DR.
ST.
KINGSLEY FIELD
(KLAMATH FALLS MUNICIPAL AIRPORT)
22
23
27
26

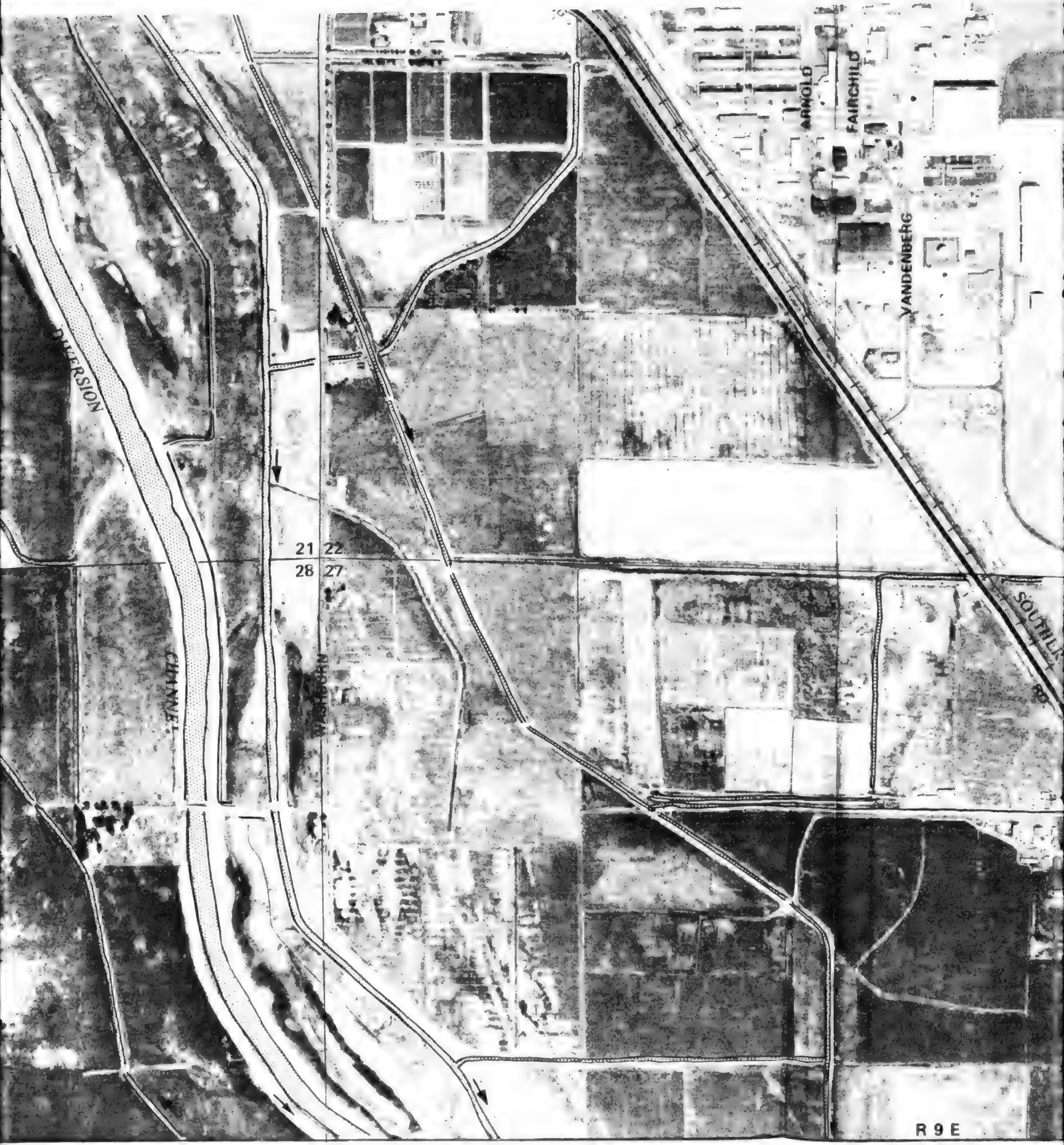

HOMEDALE
14 13
23 24
AIRWAY
NILE ST.
PATTERSON ST.
REDDING ST.
BURLINGTON
AL AIRPORT)
RD
NORTHERN
23
23 24
26 25


AIRWAY
DR
MILE
ST
PATTERSON
ST
REDDING
ST
NORTHERN
(MATCH TO SHEET G1)


(MATCH TO SHEET D2)
MIDLAND
HWY
ISLAND
RD

SEMI - CONTROLLED PHOTO MAP FROM AUGUST 1970 AERIAL PHOTOGRAPHY


MIDLAND
MIDLAND
RIVER
DIVERSION
20
21
29
28
RD.1
MILLER
HILL
TINGLEY
T
T

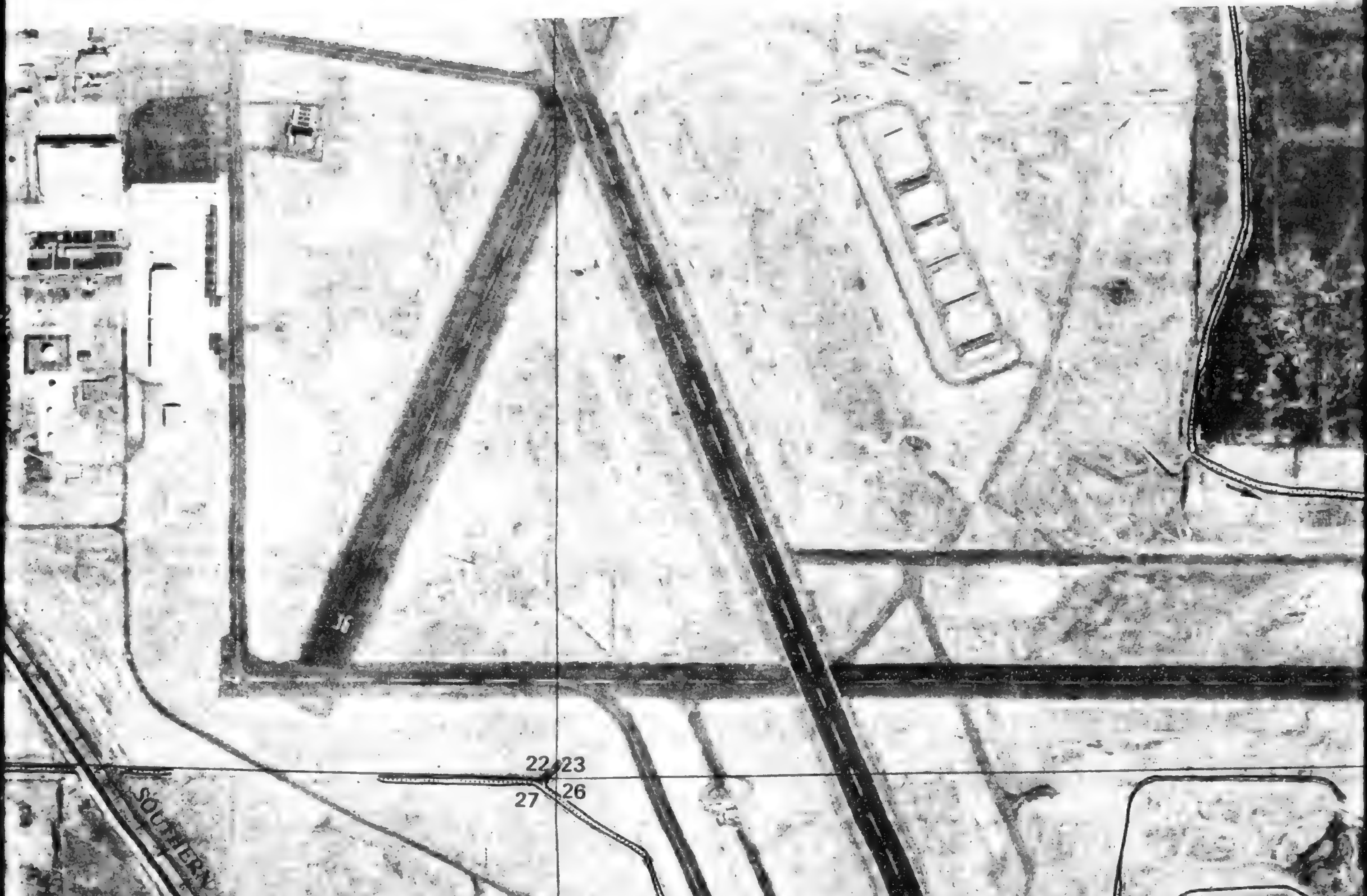

ARNOLD
FAIRCHILD
VANDENBERG
DIVERSION
CHANNE
WASHBURN
21
22
28
27
SOUTHER
R9E

KINGSLEY FIELD

1972

SCALE 1" 600 FEET

600 0 600 1200


22 23
27 26
SOUTHERN
Spring Lake
CO
R 9 E

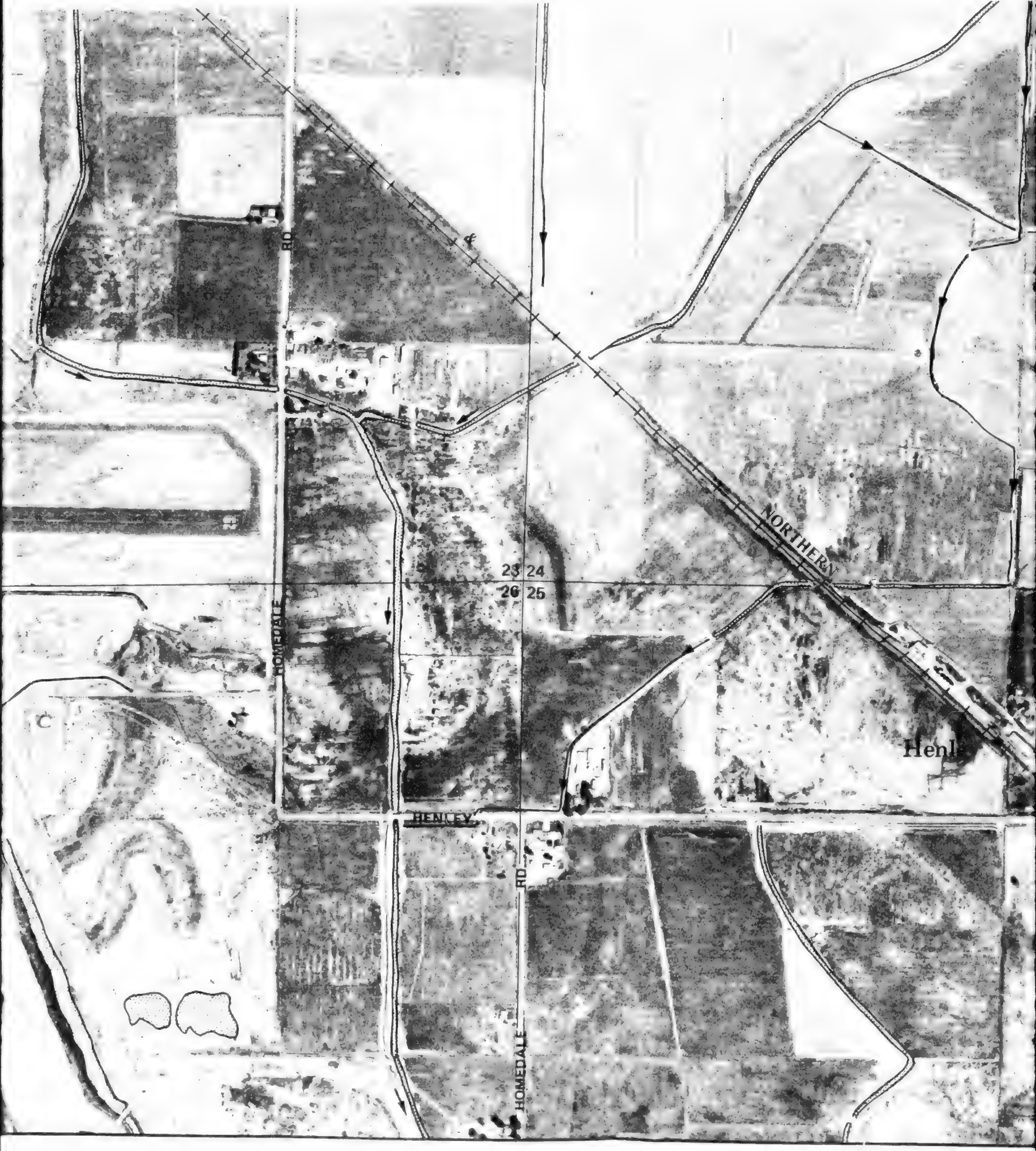
LEY FIELD

72

= 600 FEET

1200 1800 2400 Feet

APPROVED APRIL 19, 1972

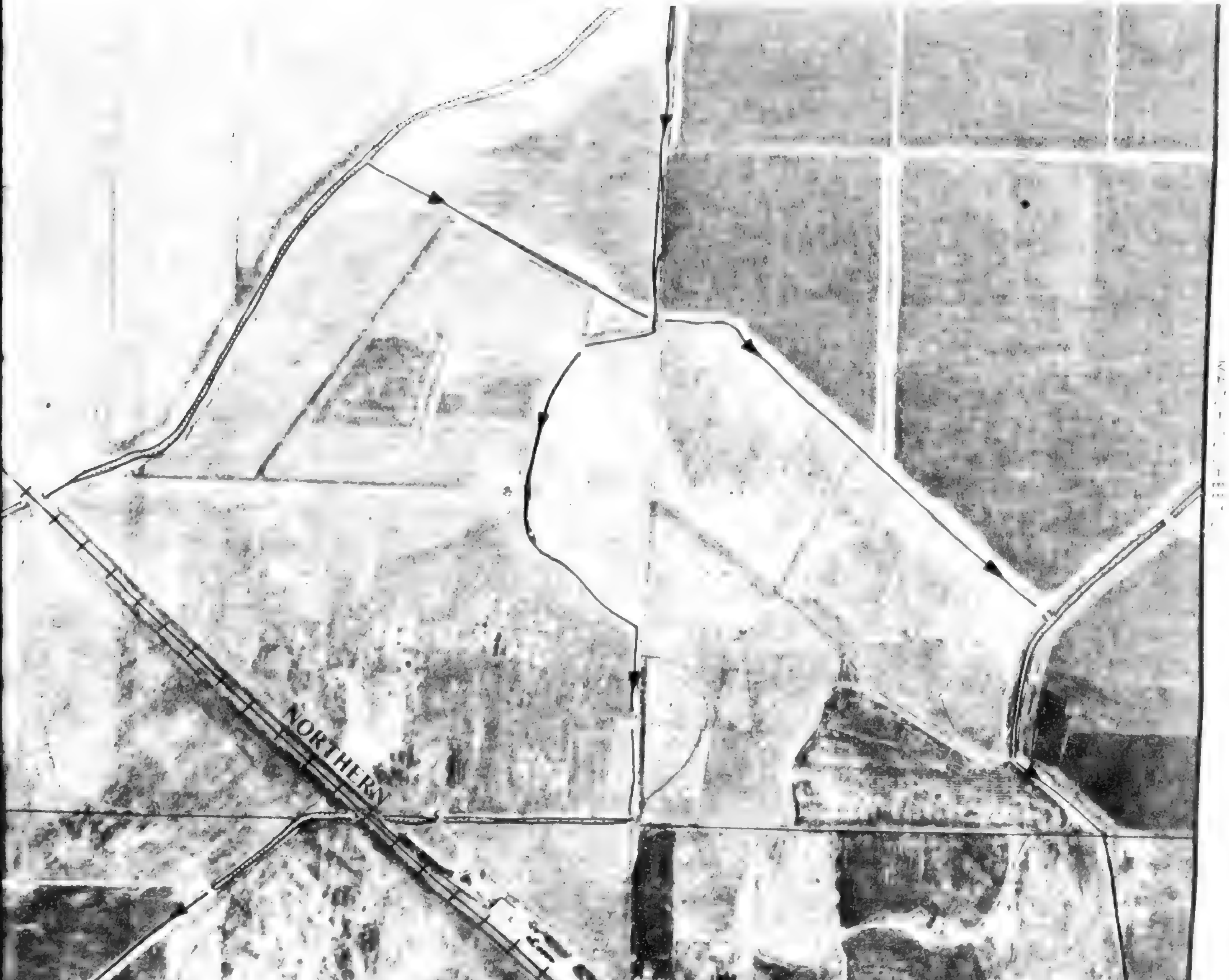

RD
HOMEDALE
NORTHERN
23 24
26 25
C
Henl
HENLEY
RD
HOMEDALE

SUPPLEMENTAL SHEET 1 OF 5 MAP SHEETS AND

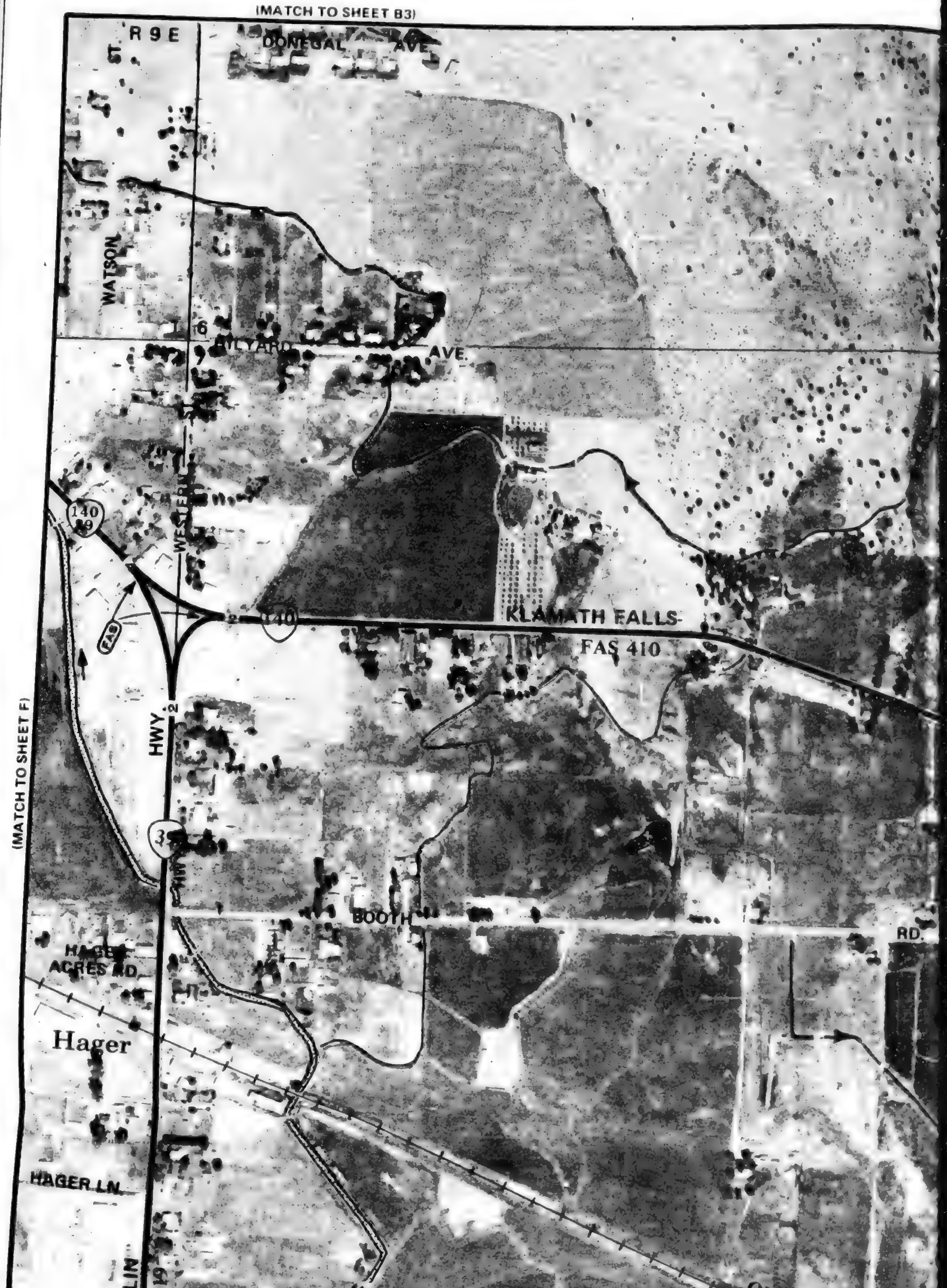
1972

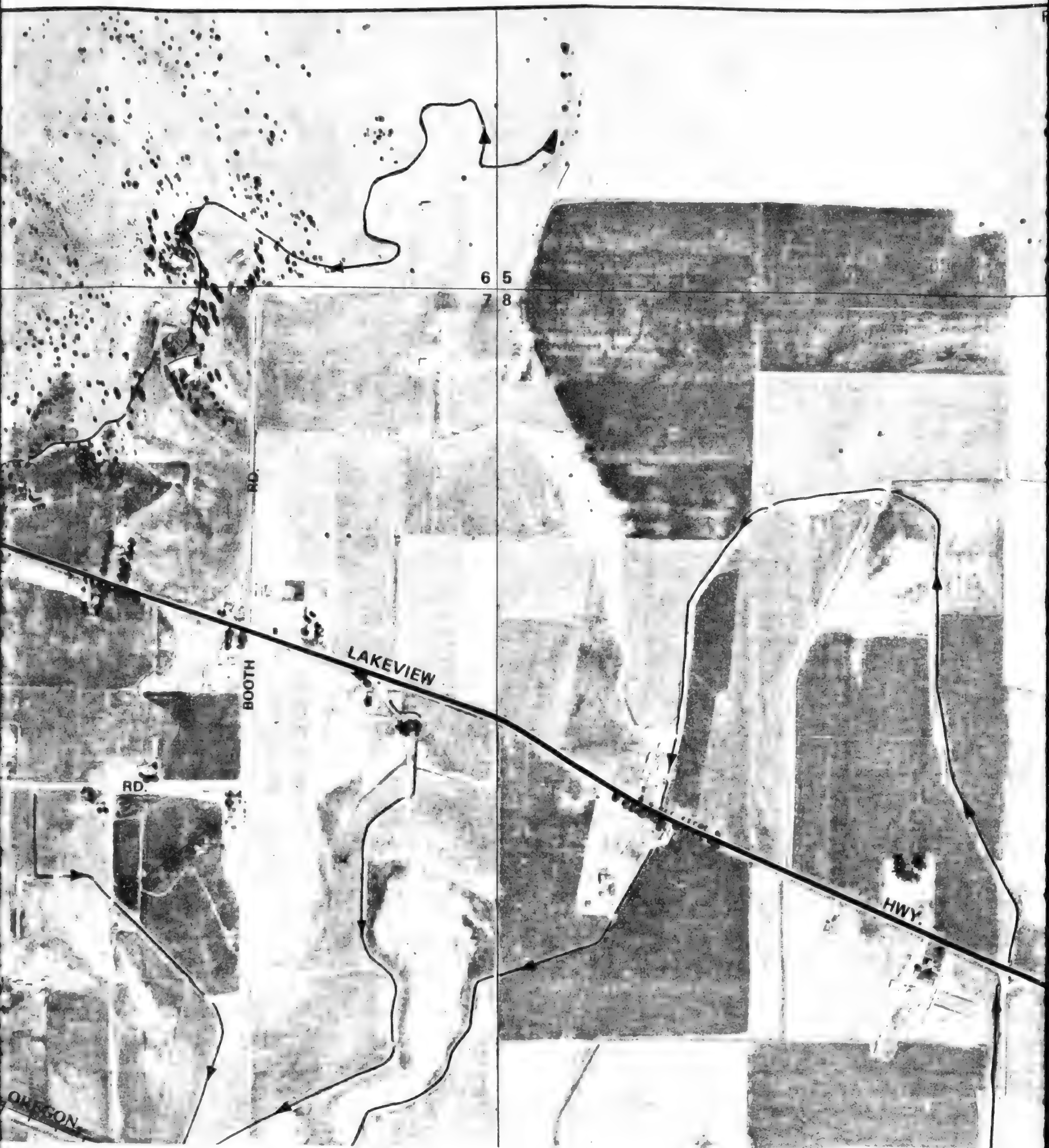
GENERAL HIGHWAY MAP

KLAMATH COU

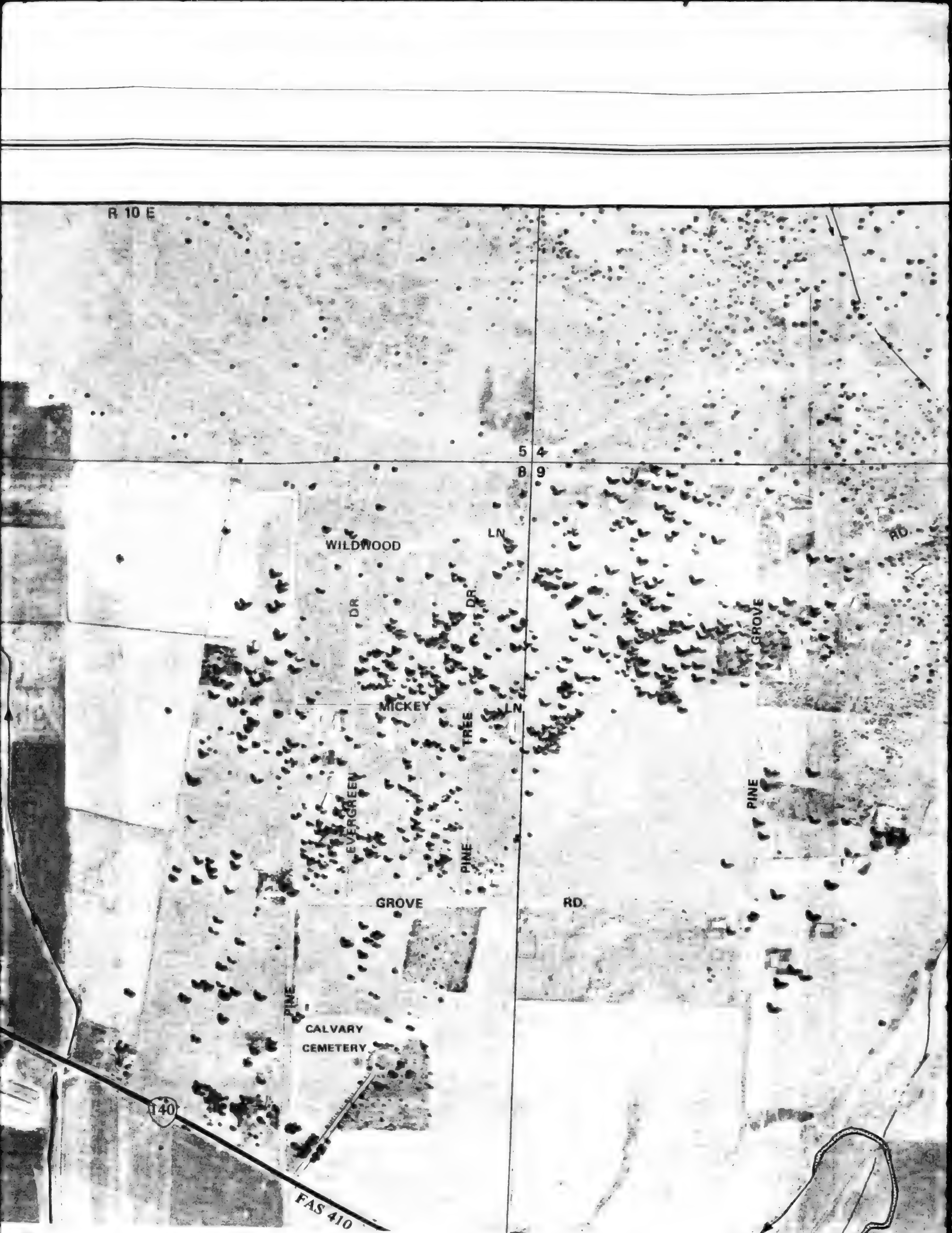

NORTHERN
Henley
RD.
RY

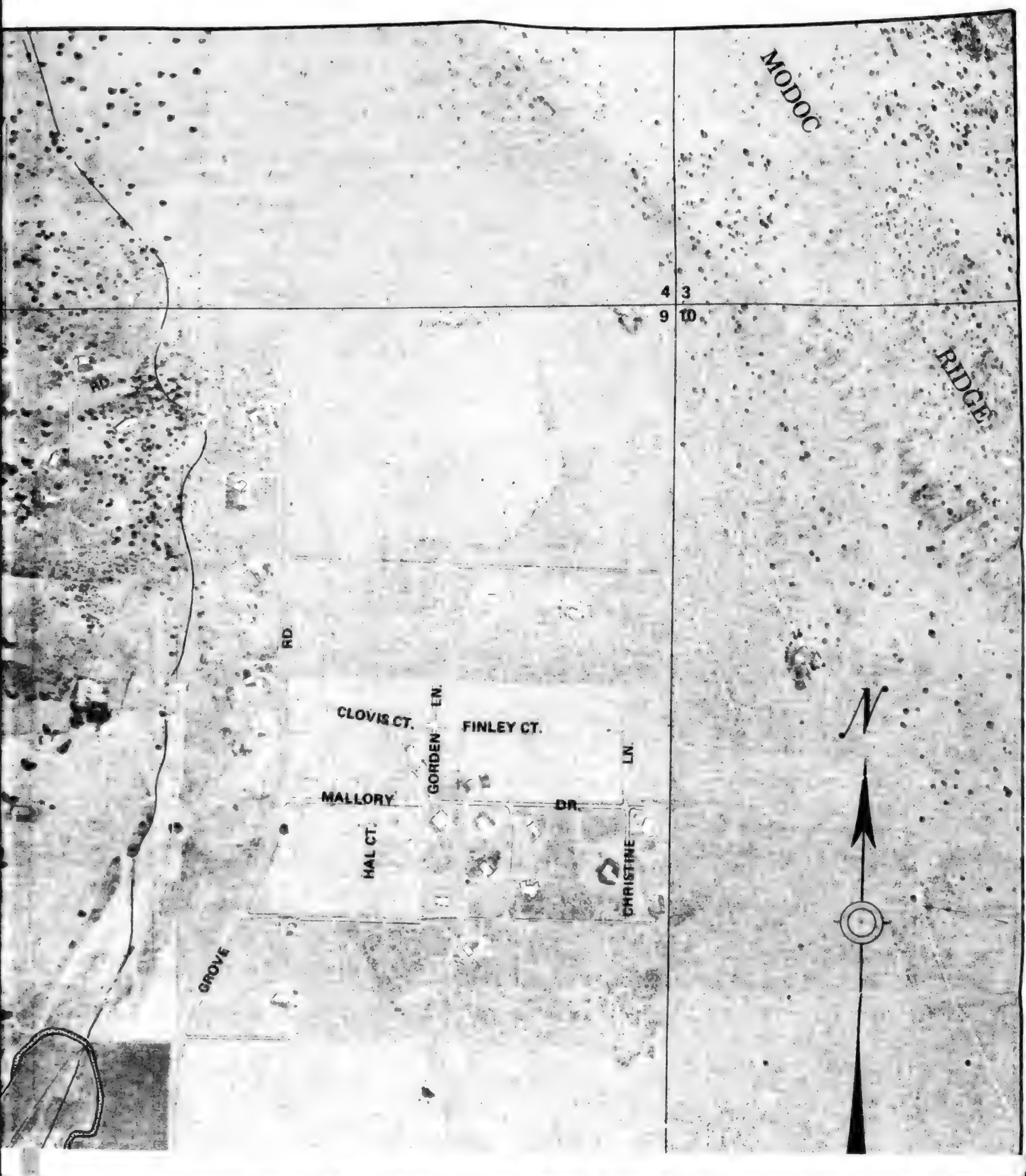
SHEET F

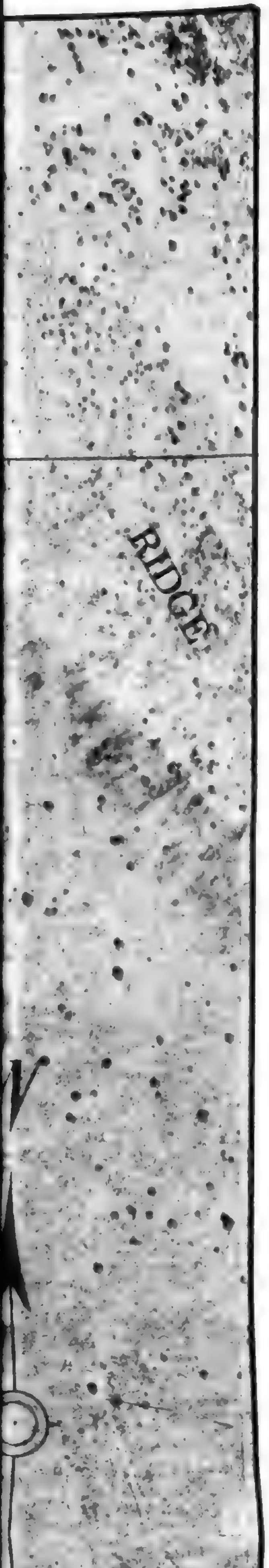

(MATCH TO SHEET B3)
R 9 E
DONEGAL AVE
ST
WATSON
6
7
HILYARD AVE
WESTERN
140
39
FAS
2
140
KLAMATH FALLS
FAS 410
HWY. 2
39
HWY
BOOTH RD.
HAGER ACRES RD.
Hager
HAGER LN.
MALIN
FAS 419
OREGON
(MATCH TO SHEET F)

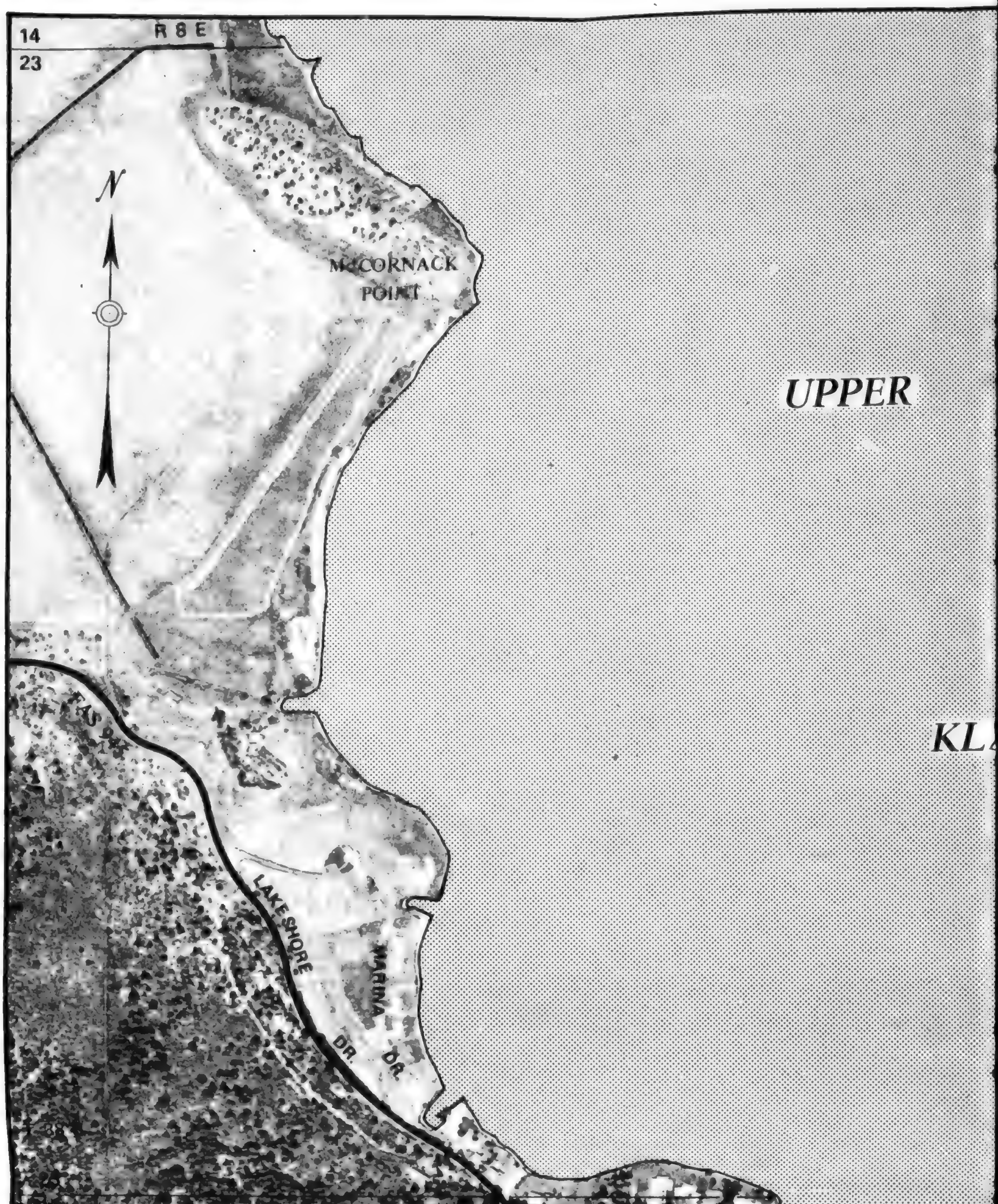


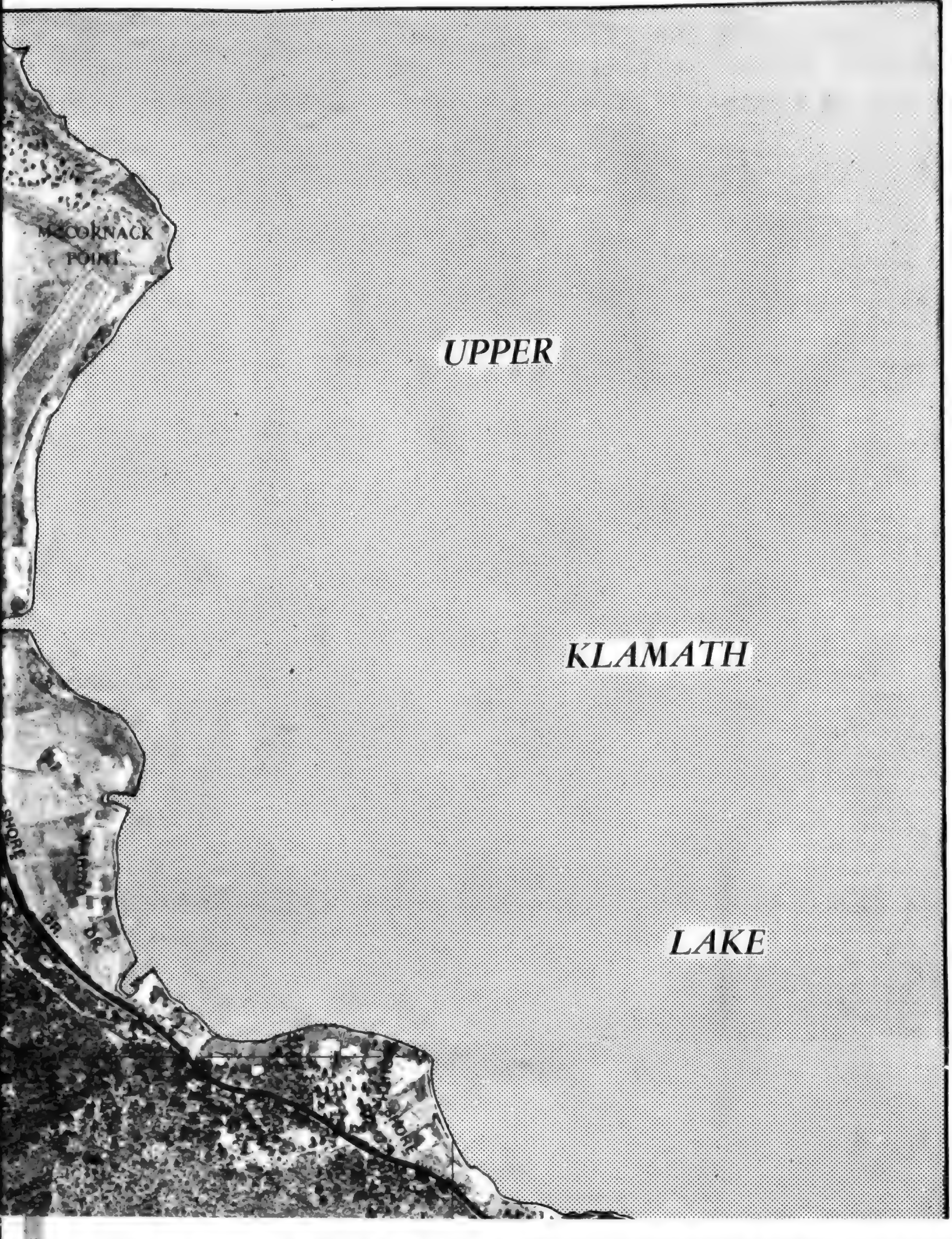
6 5
7 8
RD.
BOOTH
LAKEVIEW
HWY.
RD.
OREGON

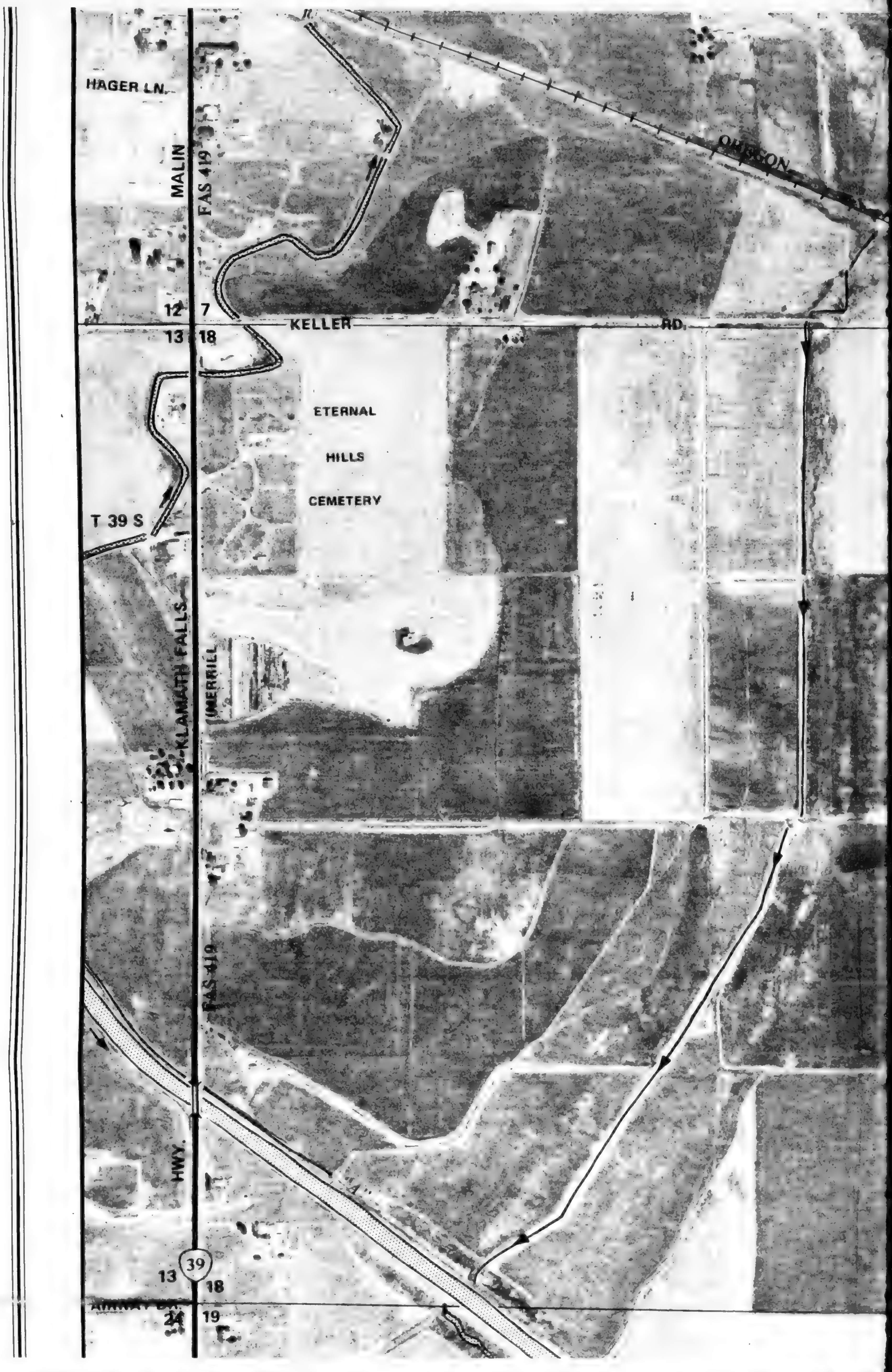

R 10 E
5 4
8 9
WILDWOOD
LN
DR.
DR.
RD.
GROVE
MICKEY
LN
TREE
EVERGREEN
PINE
PINE
GROVE
RD.
PINE
CALVARY
CEMETERY
140
FAS 410

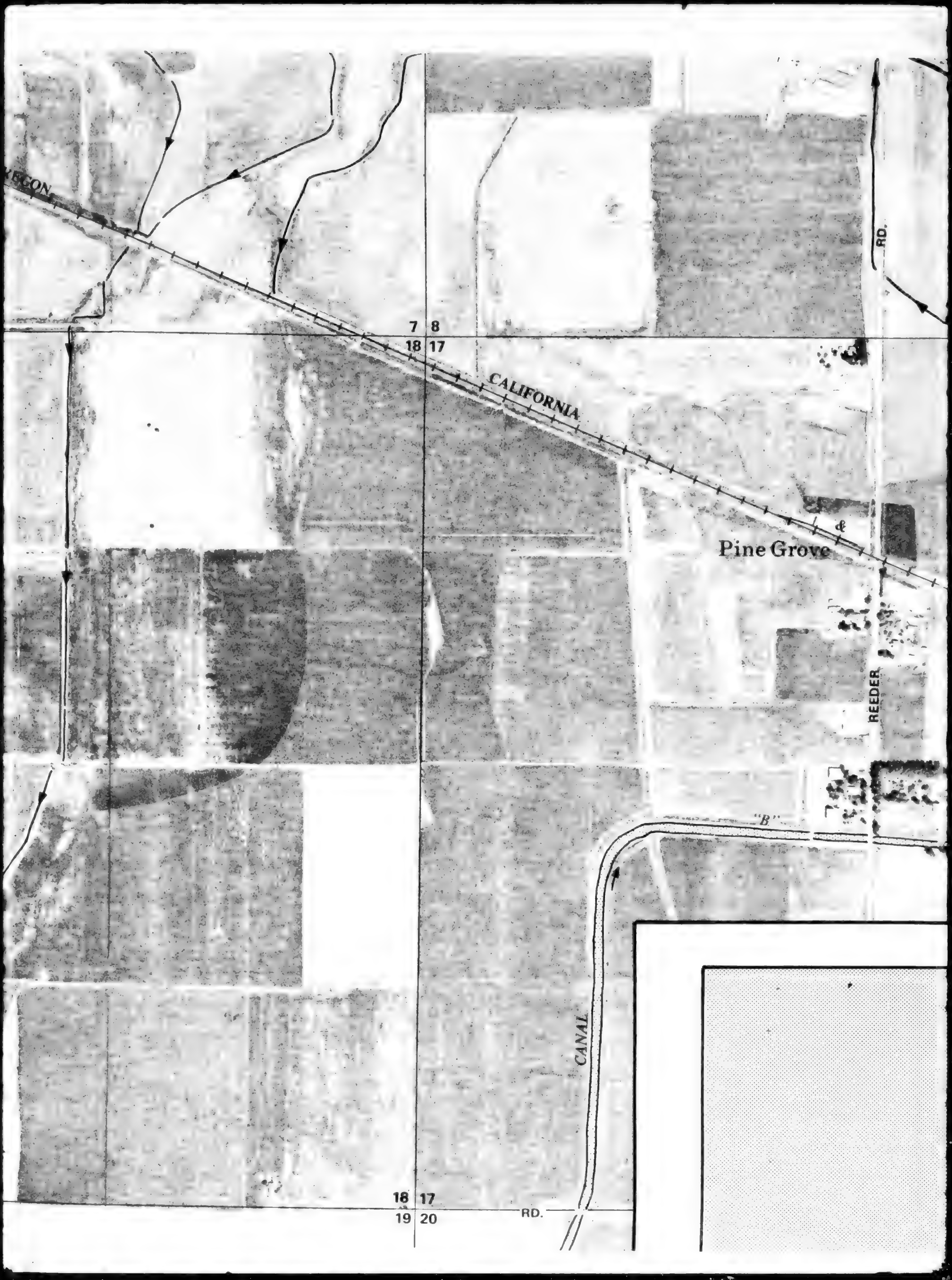

MODOC
RIDGE
4
3
9
10
RD.
RD
CLOVIS CT.
FINLEY CT.
GORDEN
LN.
LN.
MALLORY
DR.
HAL CT.
CHRISTINE
GROVE
N

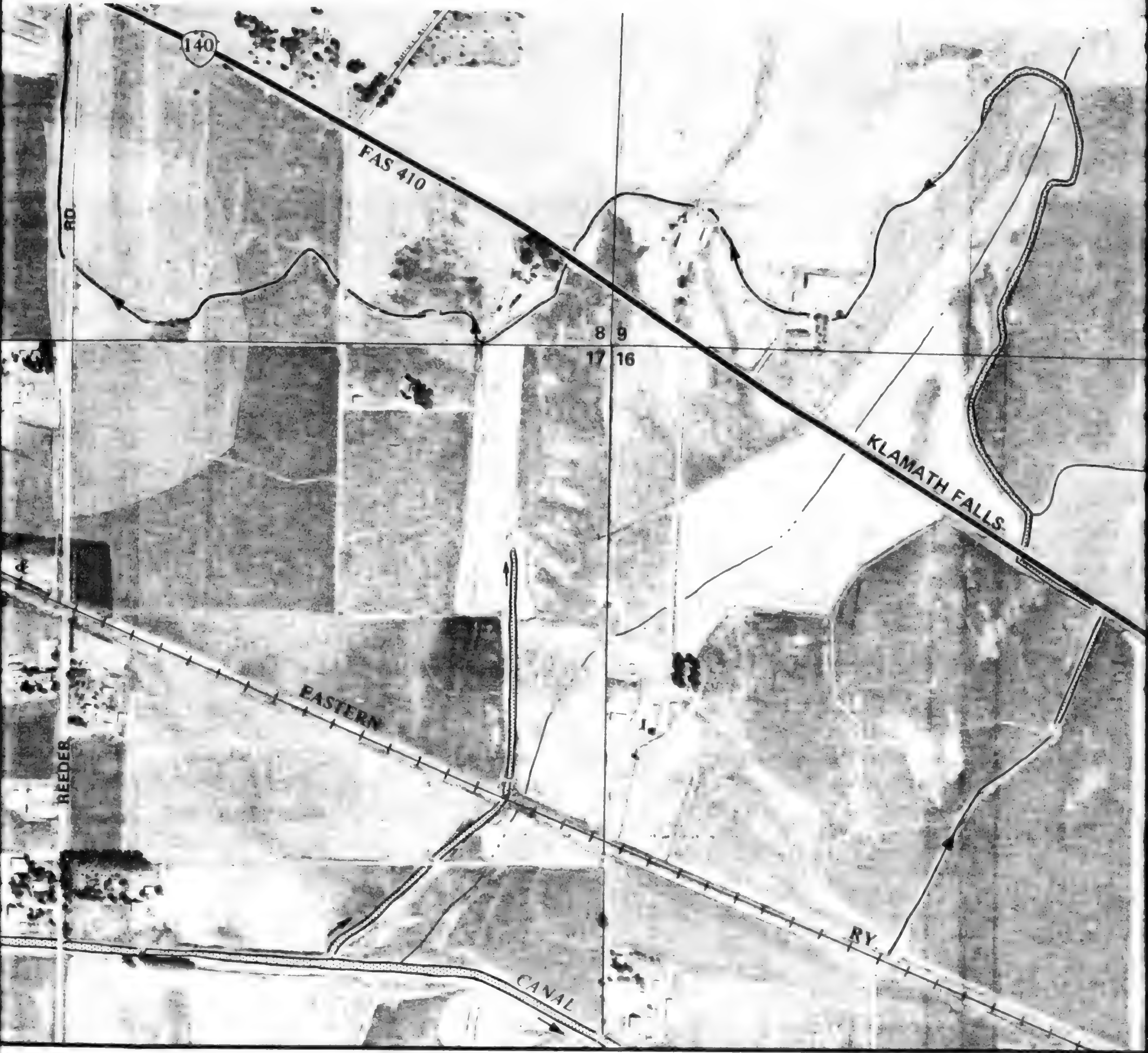

RIDGE
N

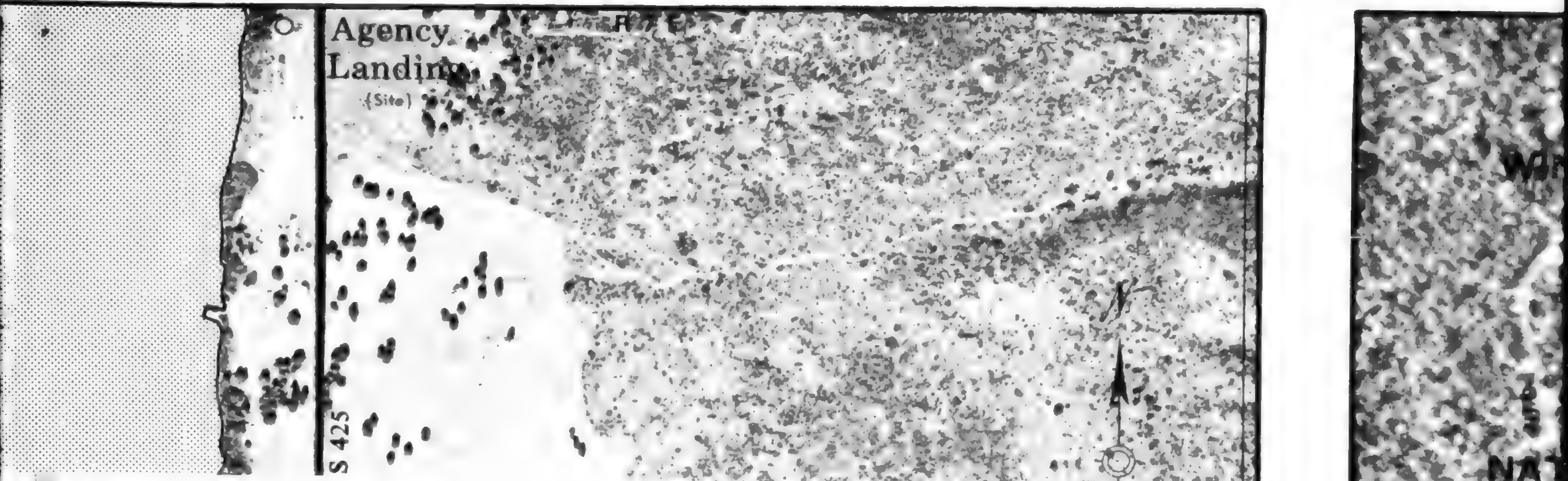

14
R 8 E
23
N
McCORNACK
POINT
UPPER
KL
FAS
LAKESHORE
DR.
MARINA
DR.
SHORE

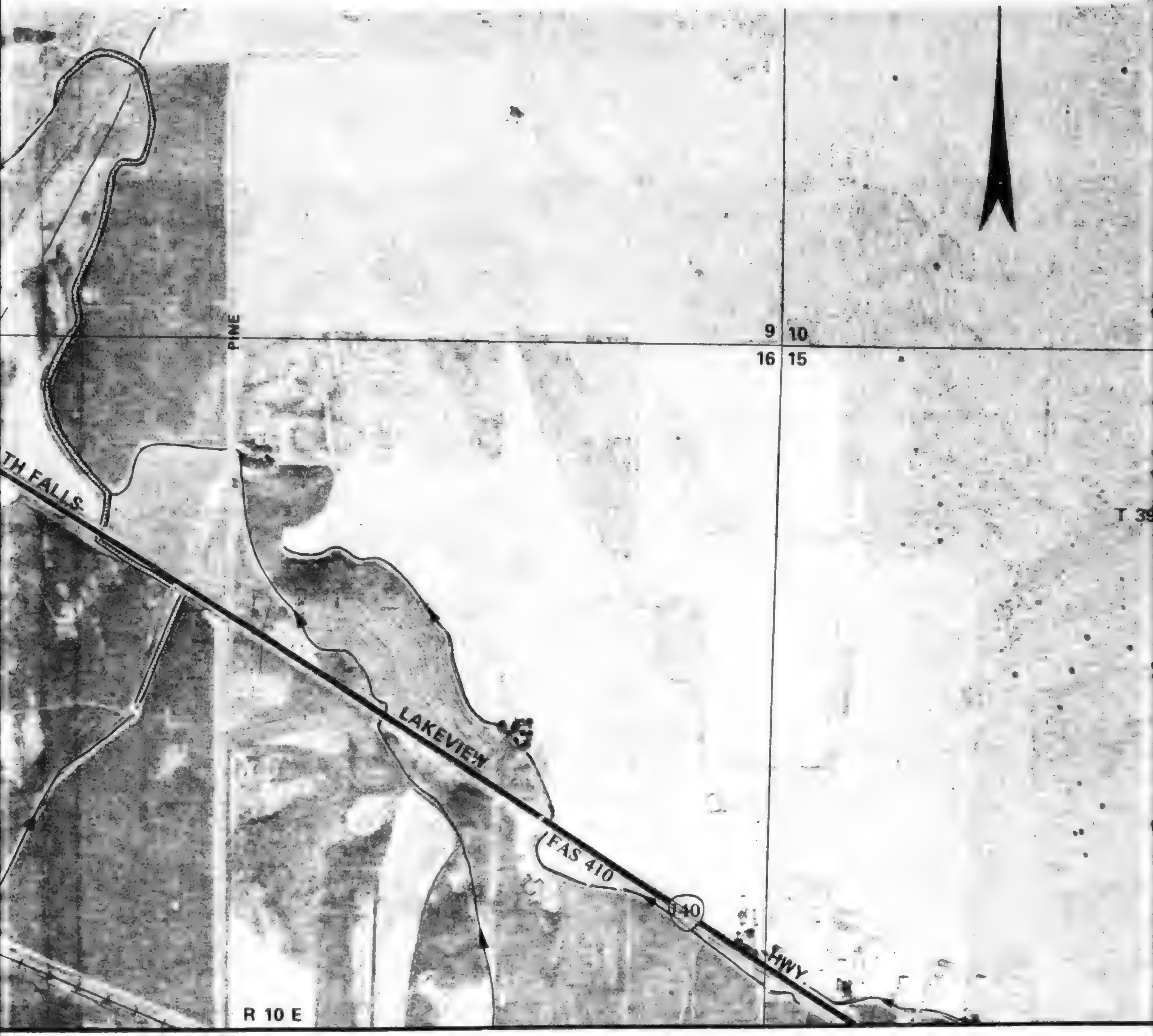

McCORNACK
POINT
UPPER
KLAMATH
LAKE
SHORE
DR.
DR.
SHORE

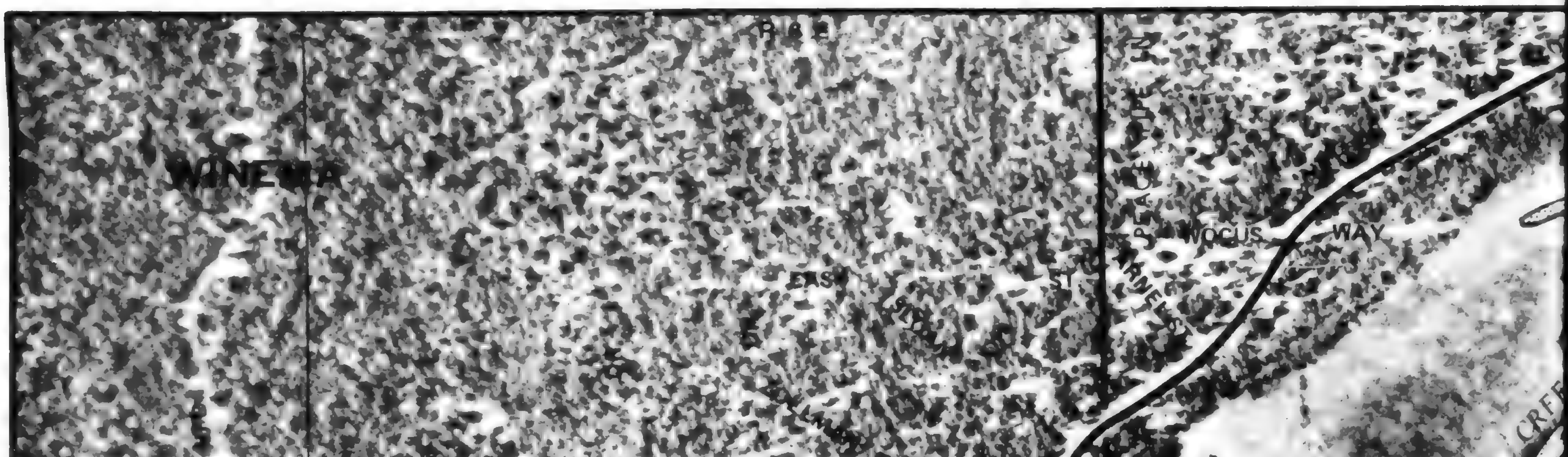

HAGER LN.
MALIN
FAS 419
OREGON
12
7
KELLER
RD
13
18
ETERNAL
HILLS
CEMETERY
T 39 S
KLAMATH FALLS
MERRILL
FAS 419
HWY.
39
13
18
AIRWAY DR.
24
19

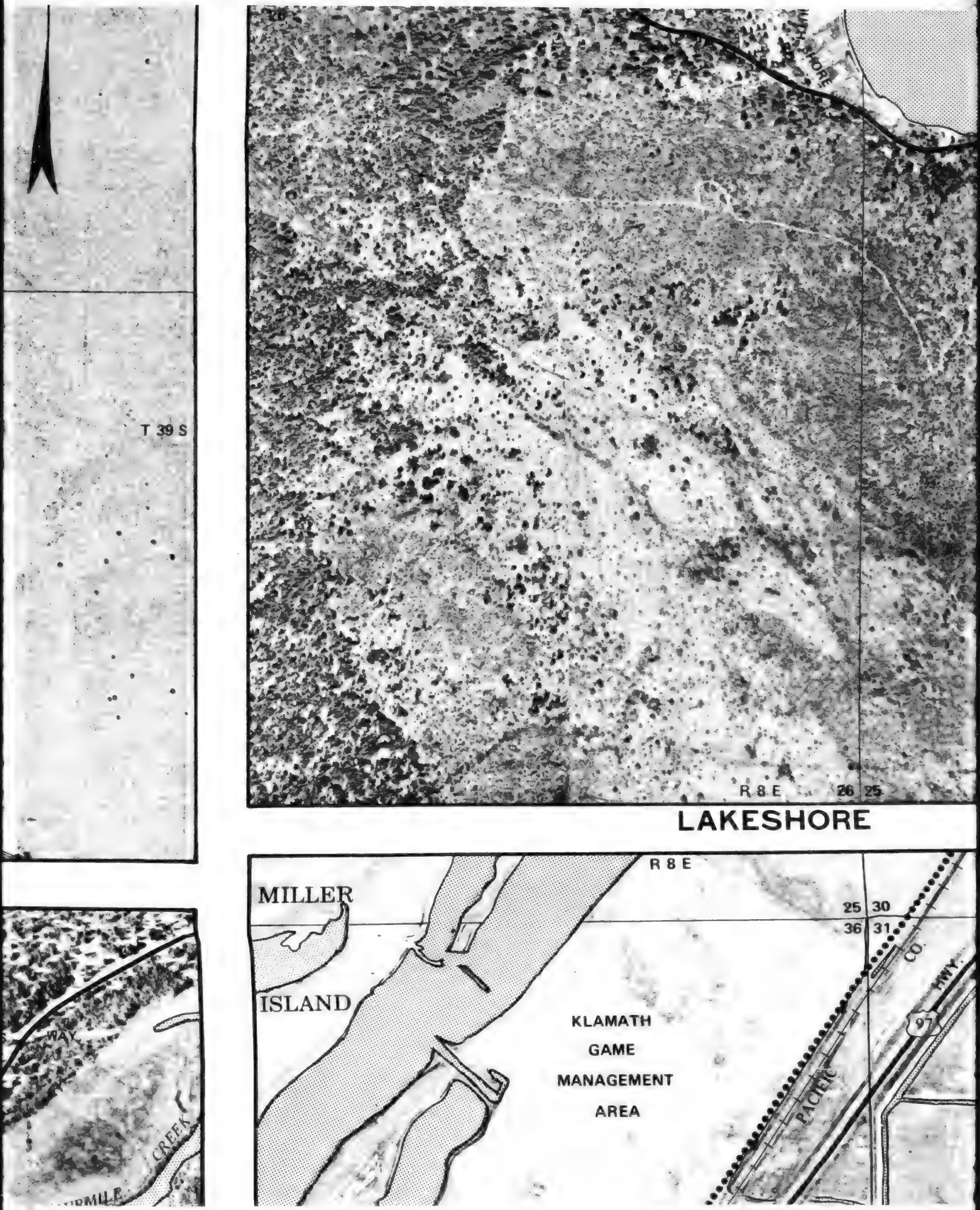

EGON
7
8
18
17
CALIFORNIA
RD.
Pine Grove
REEDER
"B"
CANAL
18
17
19
20
RD.

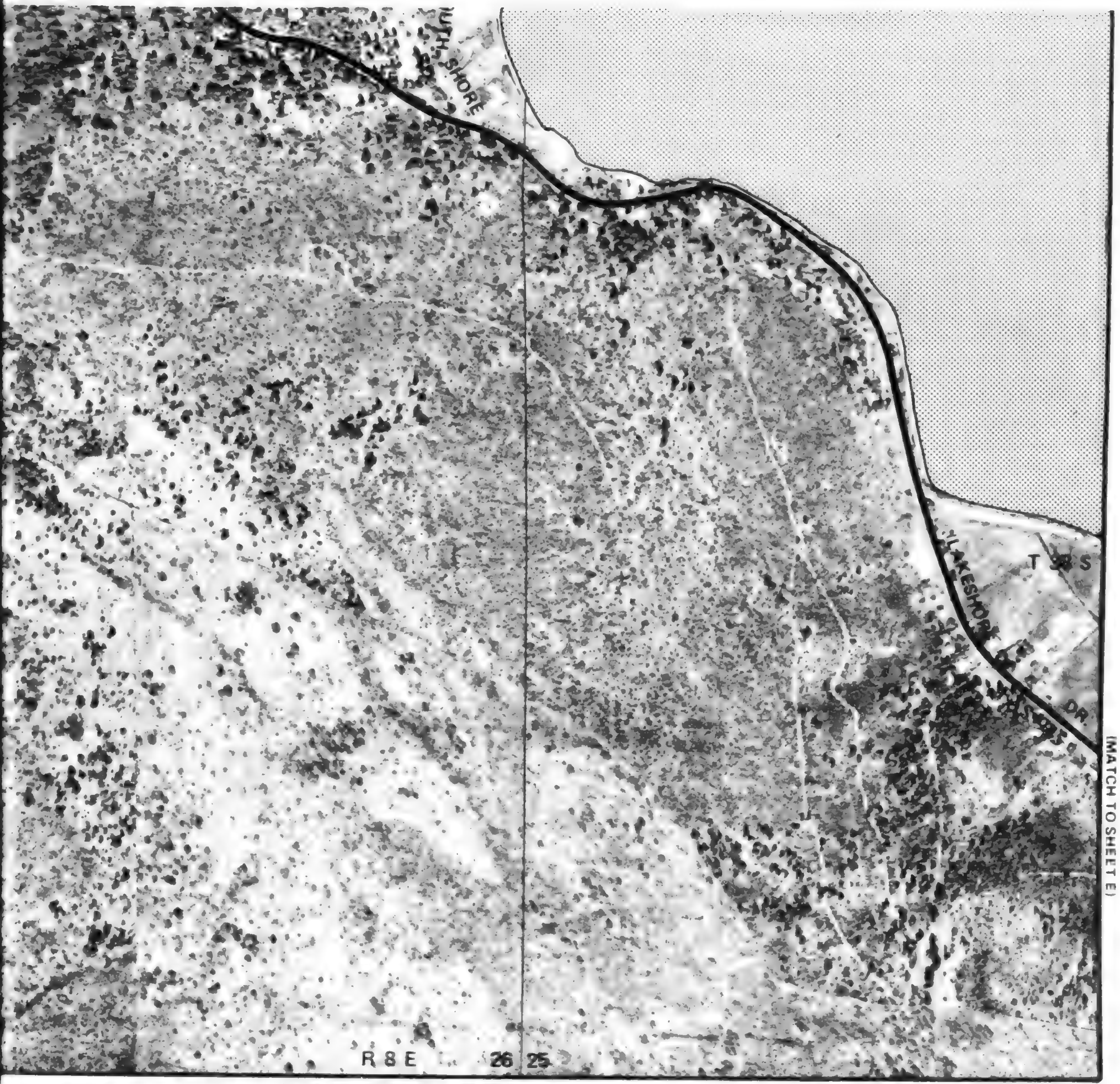

140
FAS 410
RD
8 9
17 16
KLAMATH FALLS
EASTERN
REEDER
RY
CANAL


Agency
Landing
(Site)
S 425


PINE
9
10
16
15
TH FALLS
LAKEVIEW
FAS 410
140
HWY.
T 39
R 10 E

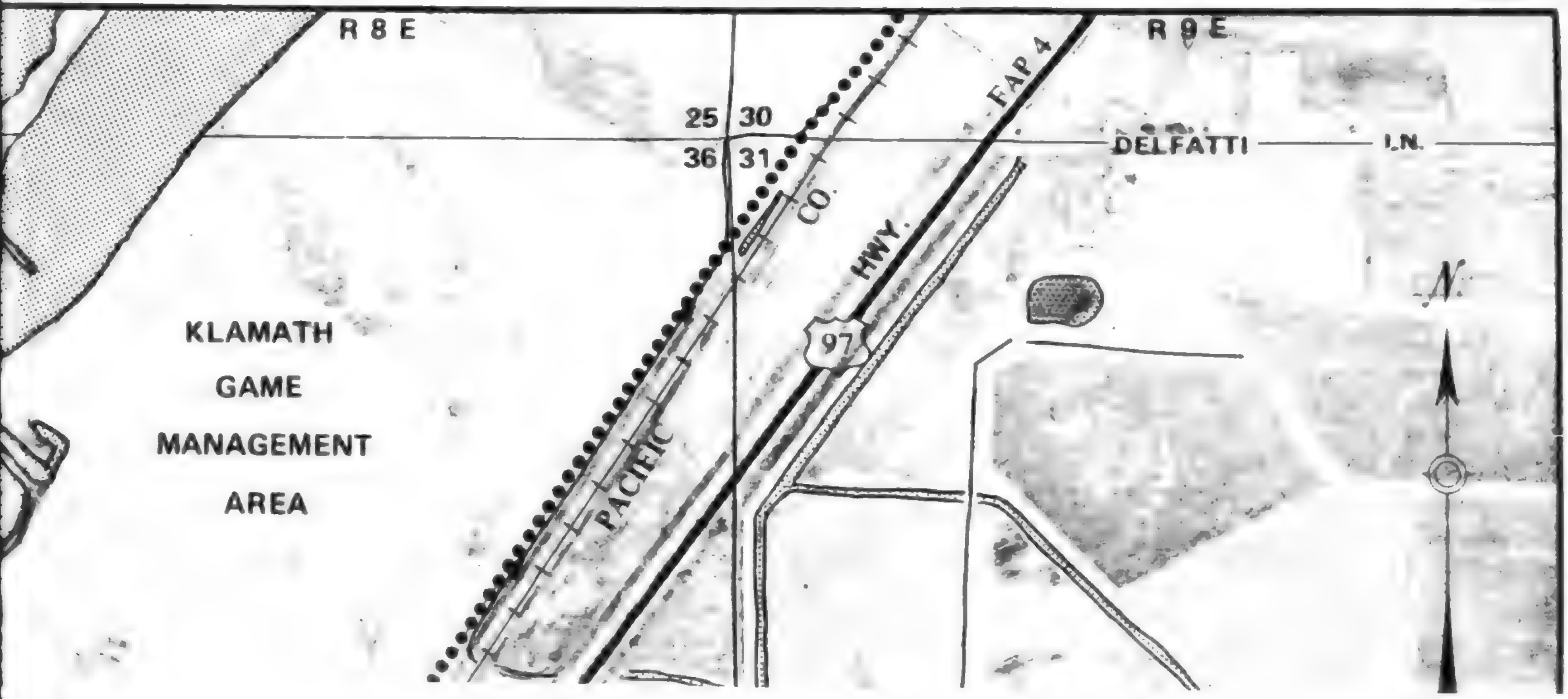

WINEMA
NATIONAL
EAST
ST
WOCUS
WAY
ARNELS
CREE

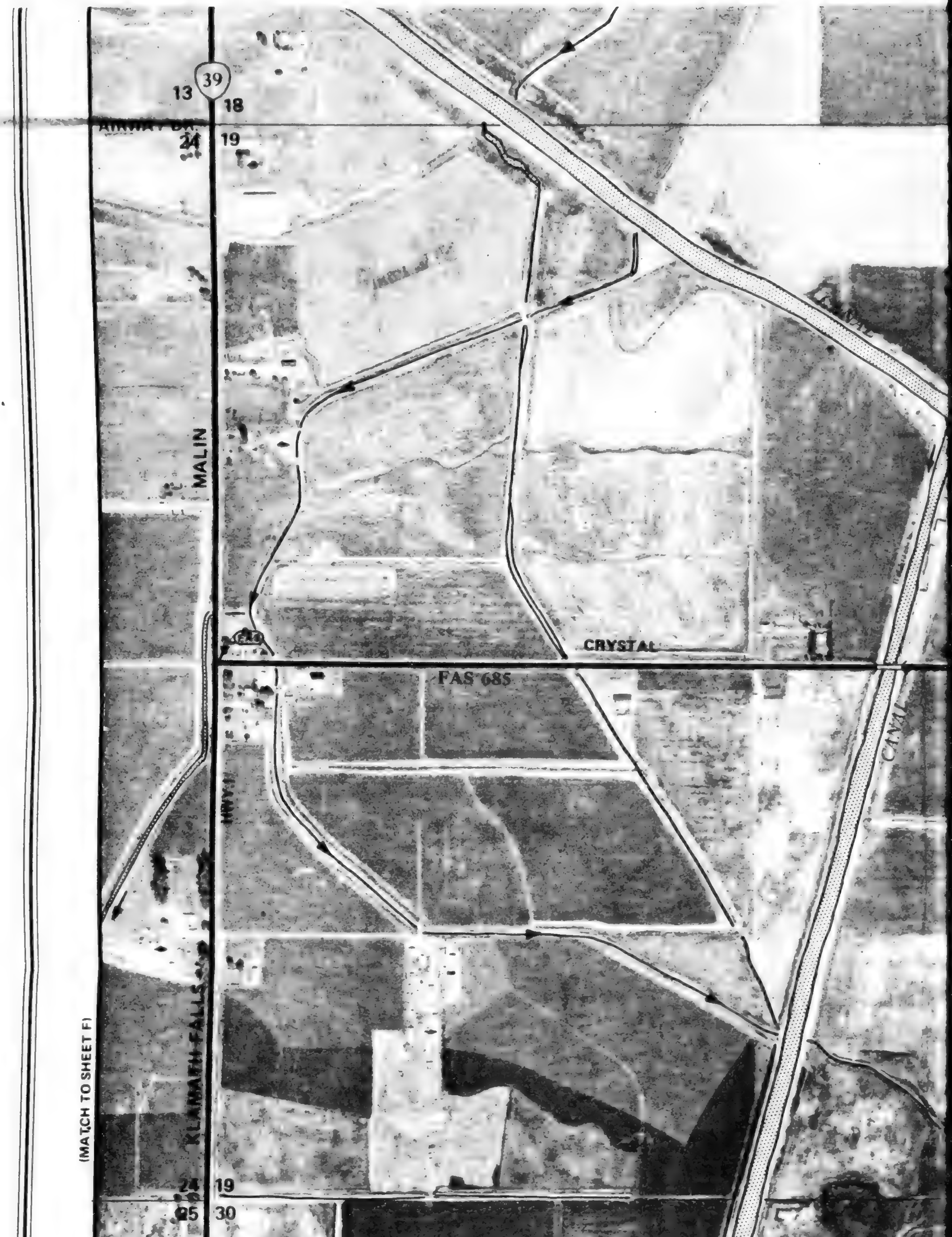

26
SHORE
T 39 S
R 8 E
26
25
LAKESHORE
R 8 E
MILLER
ISLAND
25
30
36
31
KLAMATH
GAME
MANAGEMENT
AREA
PACIFIC
CO.
HWY.
97
WAY
CREEK
URMILE

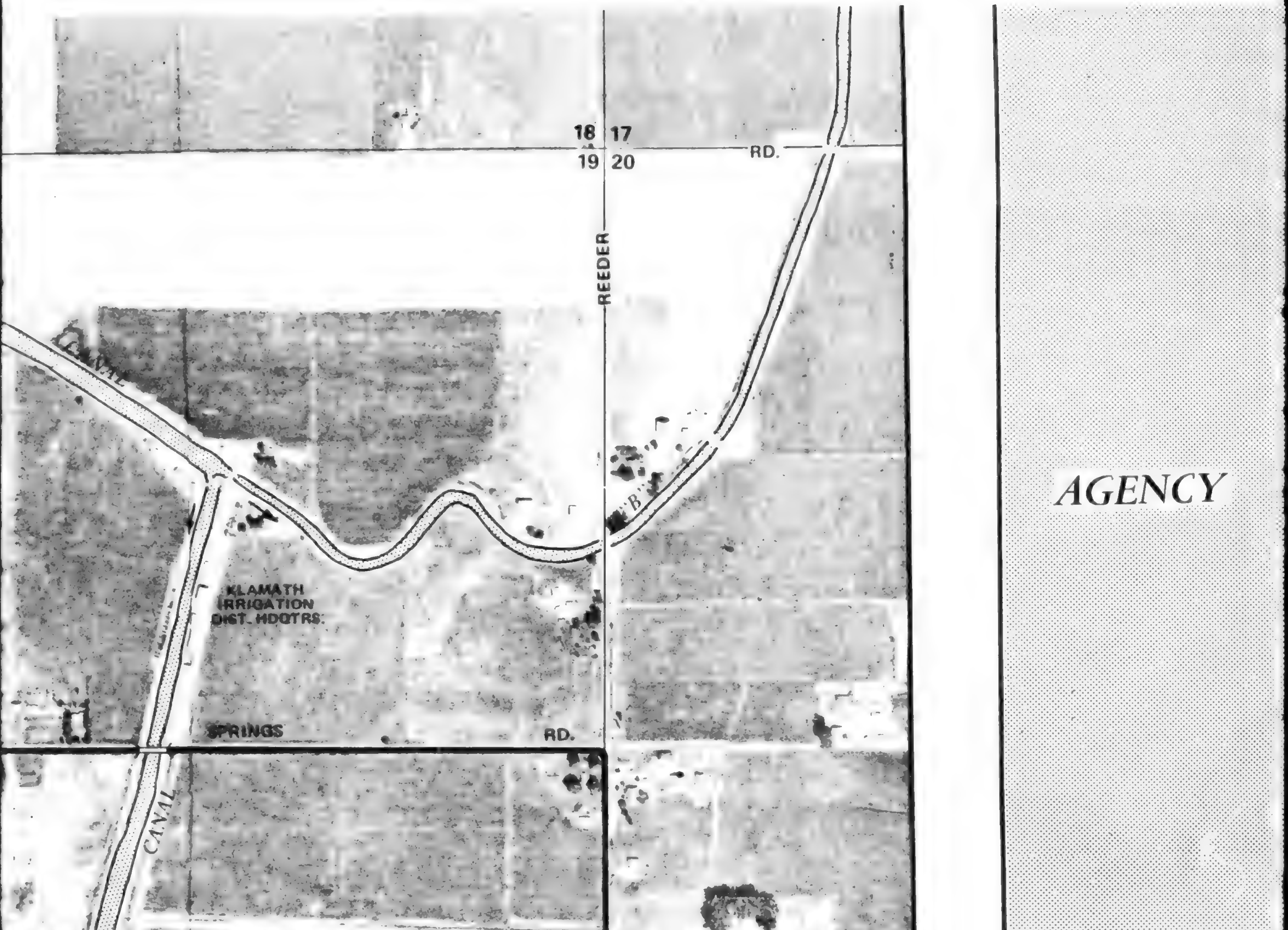

SOUTH SHORE
LAKESHORE DR
(MATCH TO SHEET E)
R 8 E
26
25

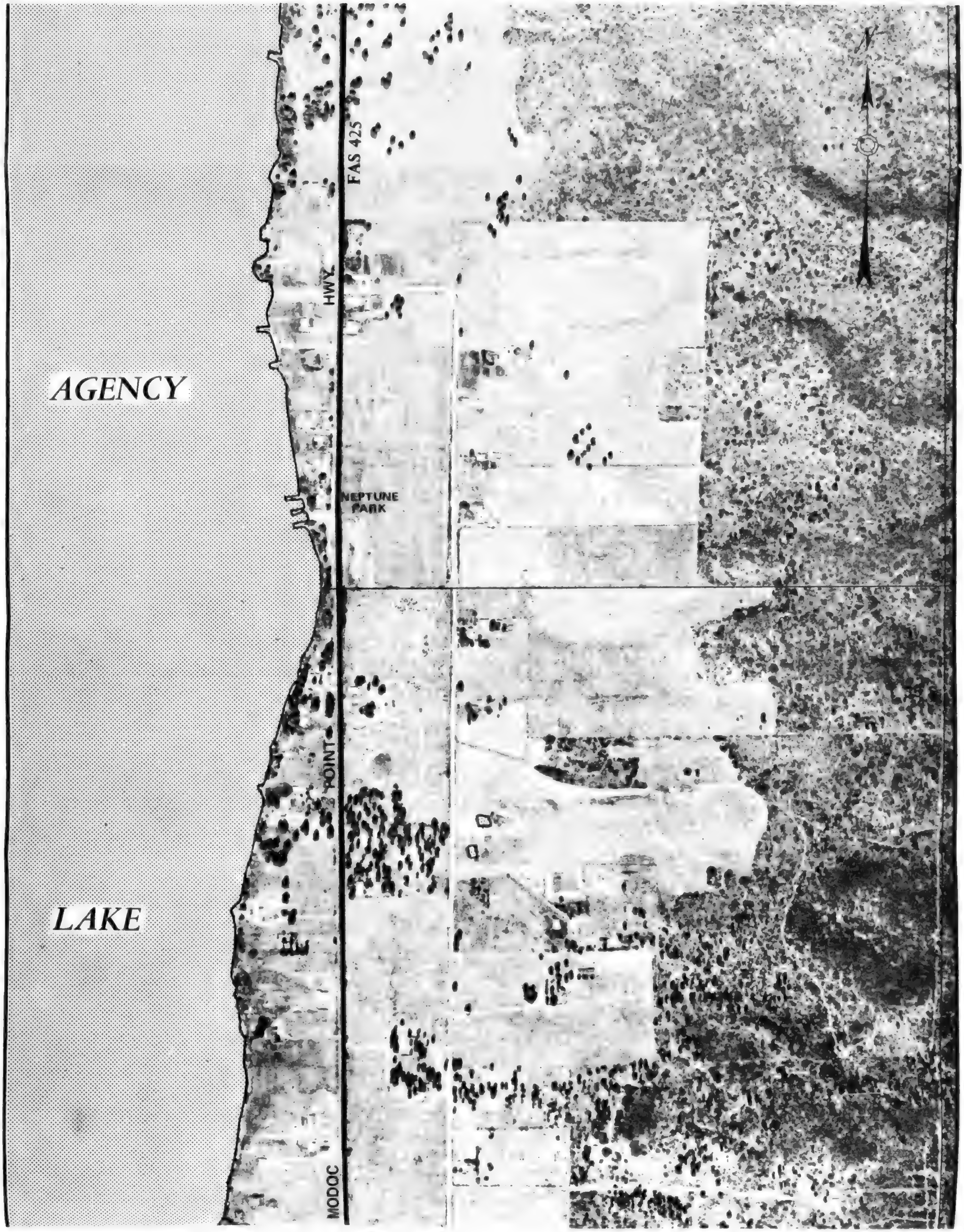
LAKESHORE

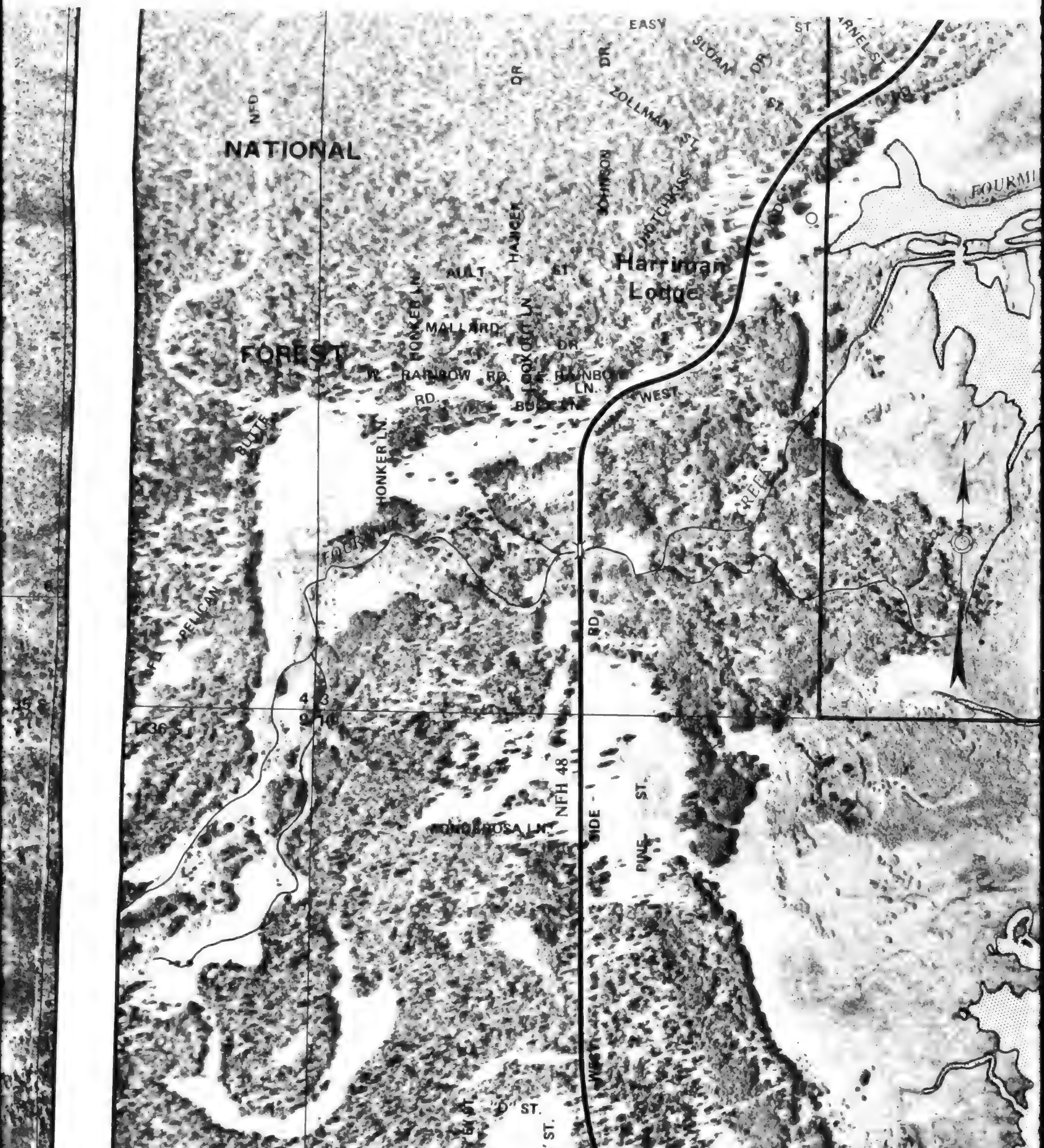
G2

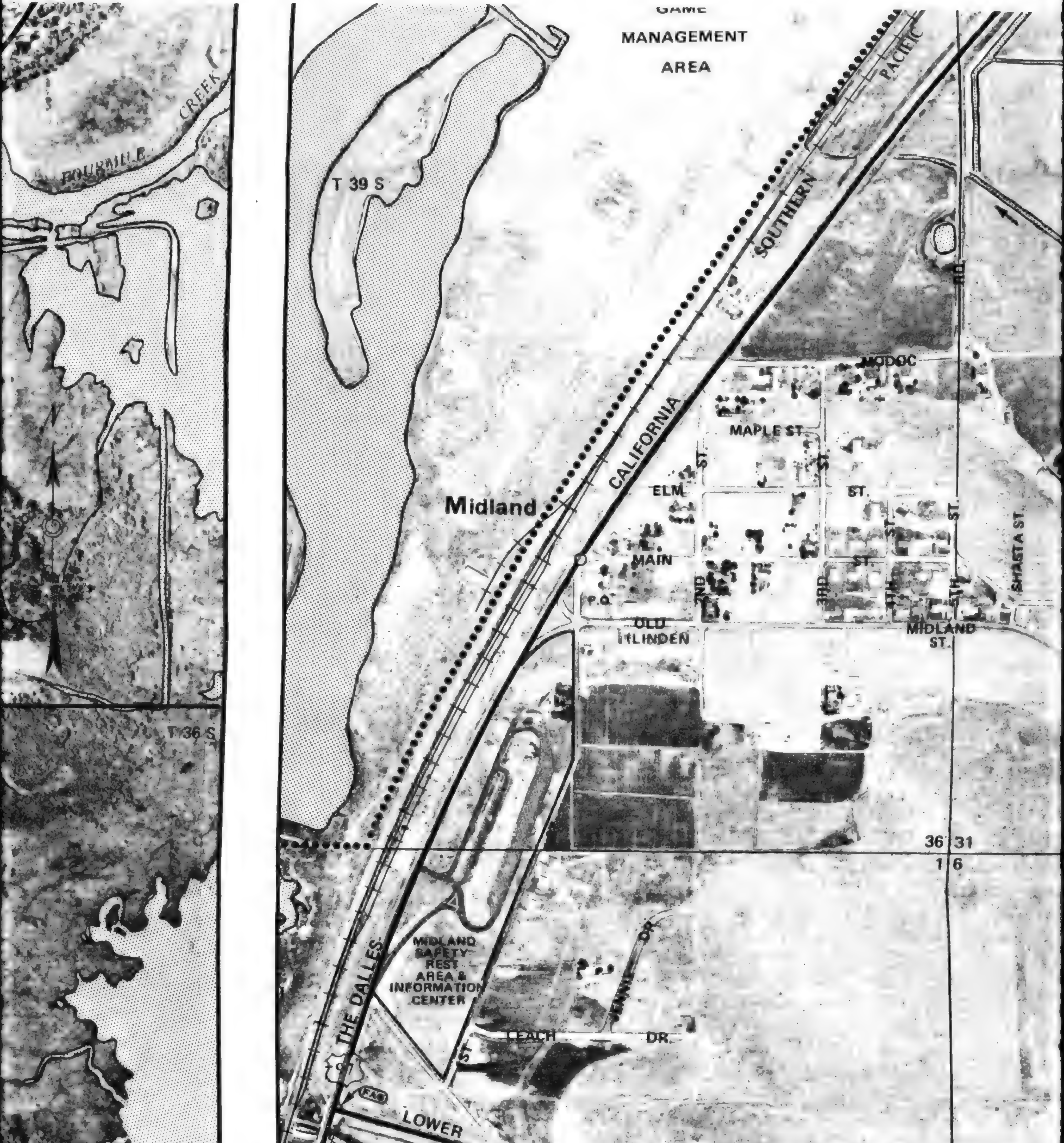

R 8 E
R 9 E
25
30
36
31
DELFATTI LN.
FAP 4
CO. HWY.
97
PACIFIC
KLAMATH GAME MANAGEMENT AREA
N


39
13
18
AIRWAY DR.
24
19
MALIN
CRYSTAL
FAS 685
HWY. 1
CANAL
CANAL
KLAMATH FALLS
(MATCH TO SHEET F)
24
19
25
30
HENLEY
HIGH SCHOOL
Henley

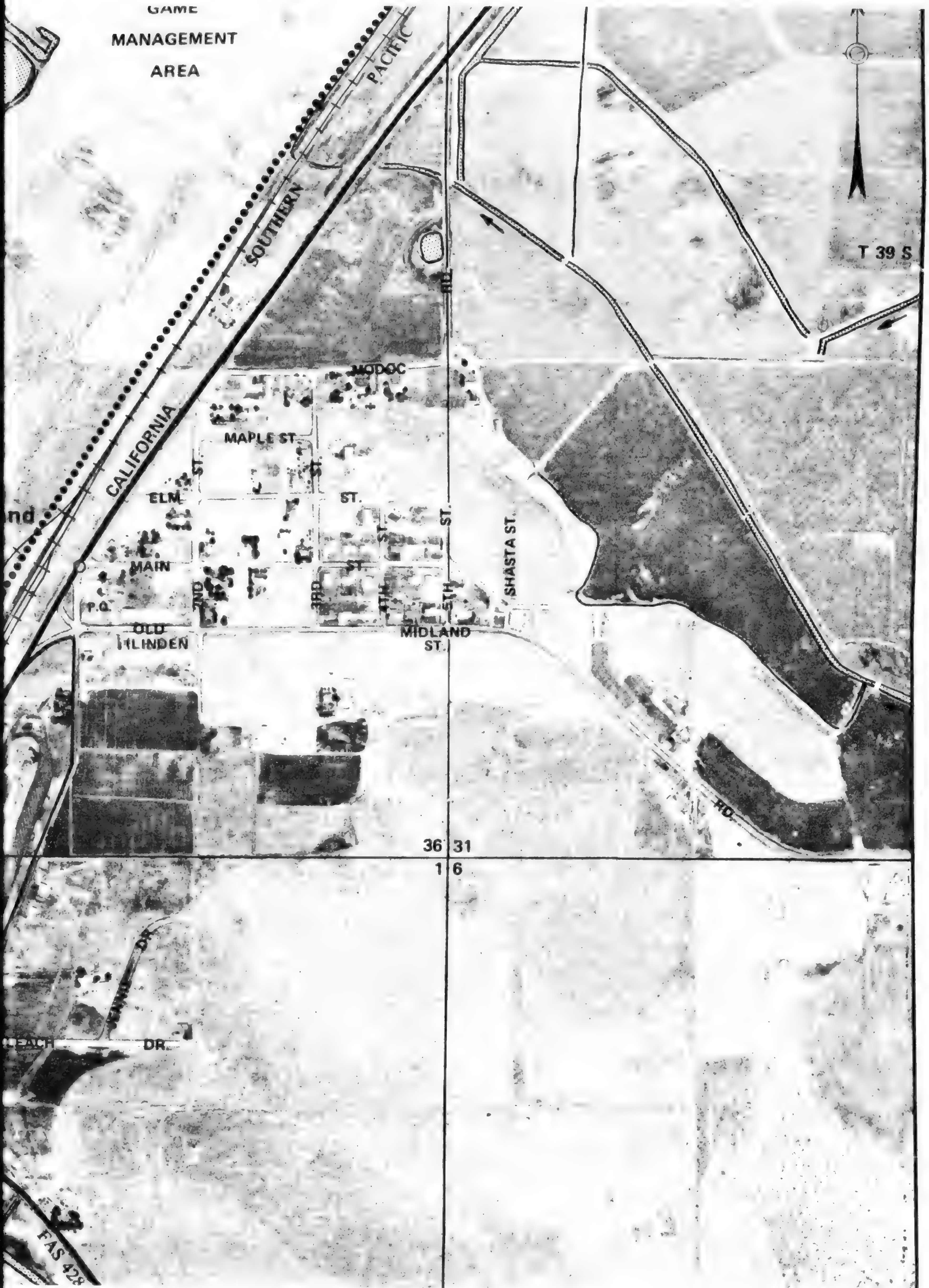

18 17
19 20
RD.
REEDER
CANAL
B
KLAMATH
IRRIGATION
DIST. HDQTRS.
SPRINGS
RD.
CANAL
AGENCY
LAKE
20
19
FAS 845
30
29
CRYSTAL SPRINGS RD.
RD.

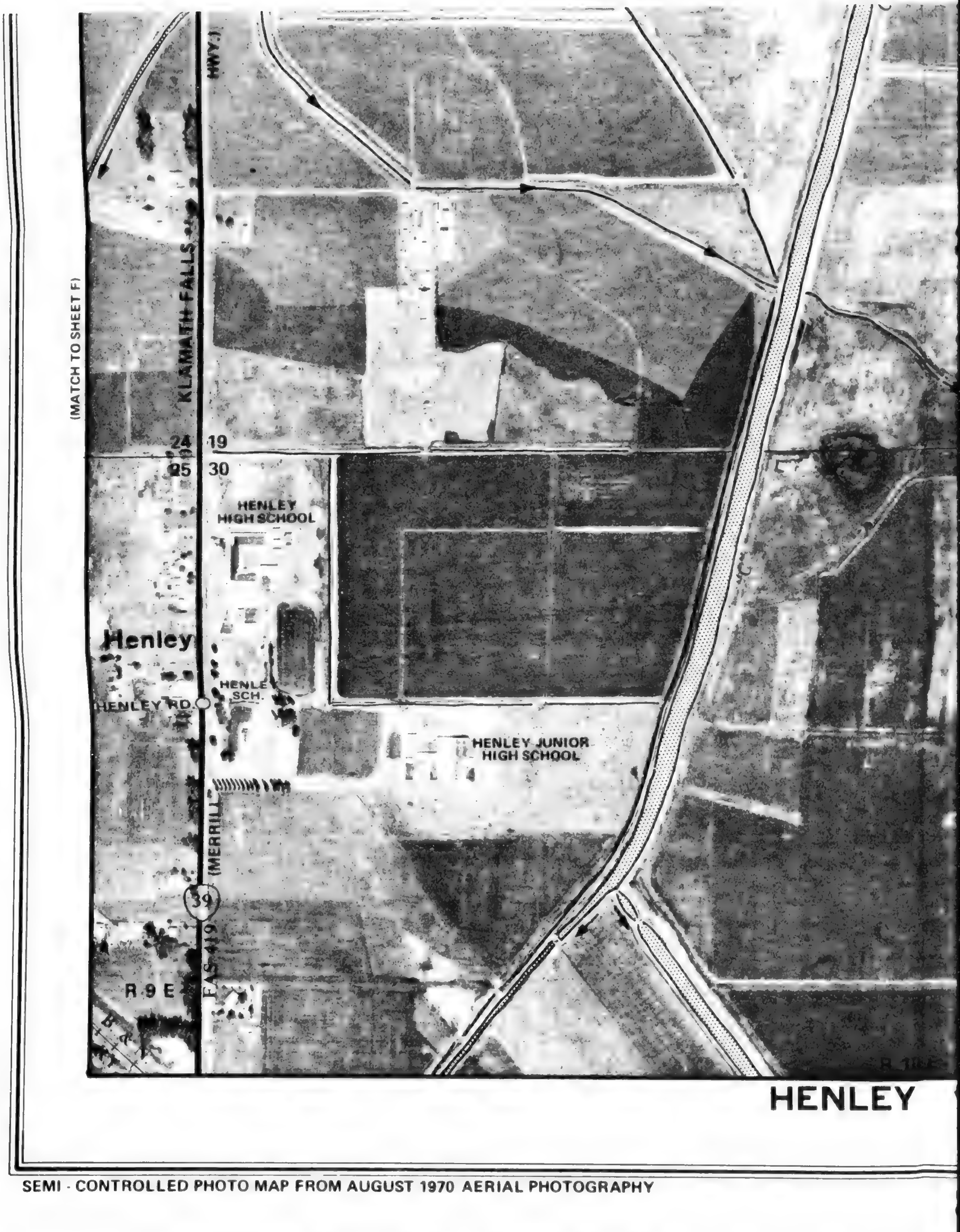

AGENCY
LAKE
MODOC POINT HWY. FAS 425
NEPTUNE PARK
N


EASY
SLOAN DR.
ST
FARNEL ST
DR.
DR
ZOLLMAN ST.
ST.
RD
NFD
NATIONAL
FOREST
FOURMI
JOHNSON
HOTCHKISS
HAIGEY
Harriman Lodge
AULT ST
HONKER LN.
MALLARD DR.
LOOKOUT LN.
W. RAINBOW RD.
E. RAINBOW LN.
RD.
BUCK LN.
WEST
BUTTE
HONKER LN.
FOURMILE
CREEK
N
PELICAN
RD
4 3
9 10
36 35
NFH 48
WEST SIDE
ST.
PINE
PONDEROSA LN.
"D" ST.
EAST ST.
"C" ST.
"F" ST.
"B" ST.
O'NEILL DR.
"H" ST.
VARNEY
"A" ST.
CREEK



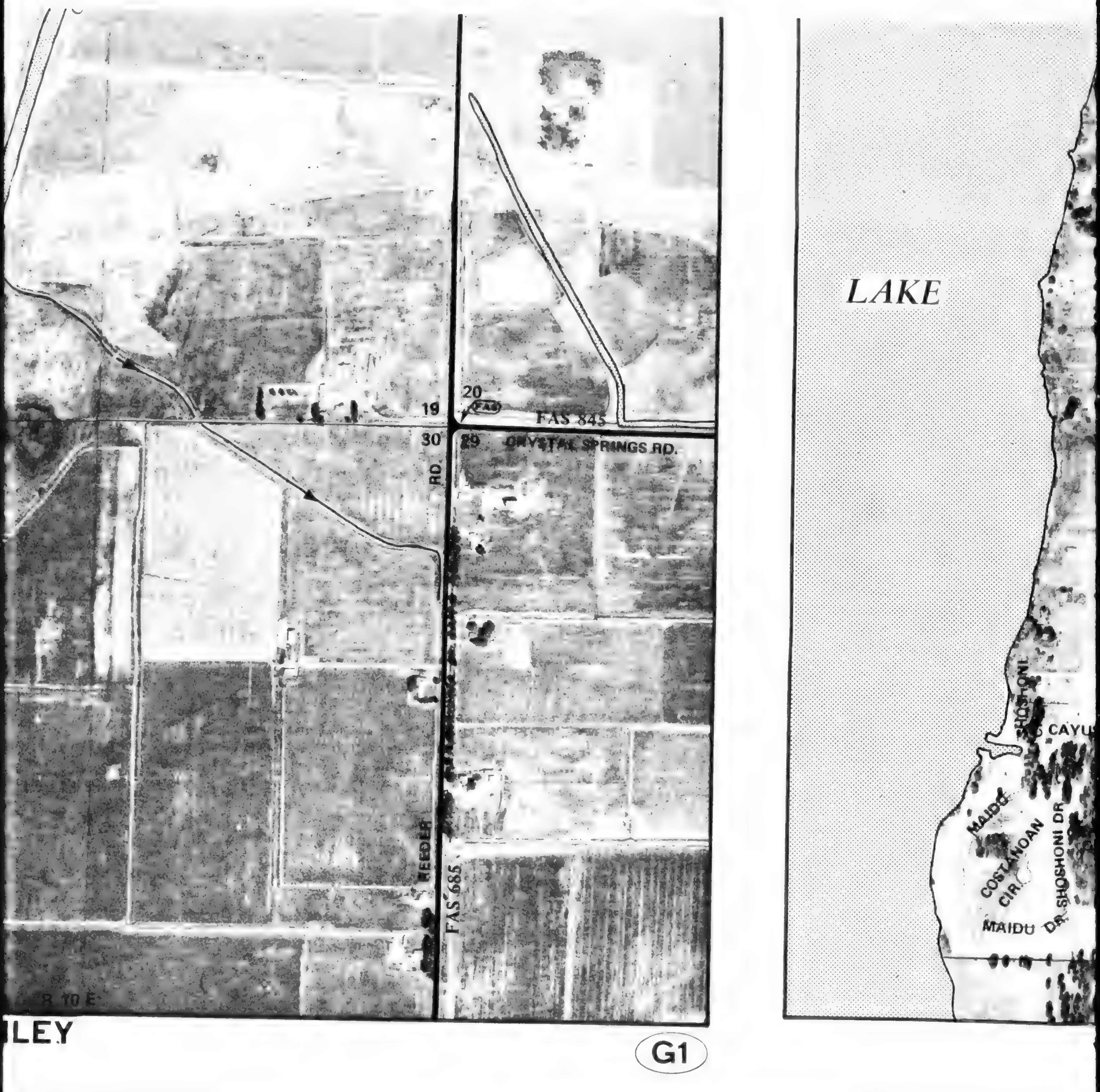
GAME MANAGEMENT AREA
FOURMILE
CREEK
T 39 S
T 36 S
SOUTHERN PACIFIC
CALIFORNIA
Midland
MODOC
MAPLE ST
ELM ST
MAIN ST
2ND ST
3RD ST
4TH ST
5TH ST
SHASTA ST
RD
P.O.
OLD LINDEN
MIDLAND ST.
36 31
1 6
MIDLAND SAFETY REST AREA & INFORMATION CENTER
THE DALLES
97
FAS
JENNIE DR
LEACH DR.
ST
LOWER
CROSS
NORTH
FAS 42

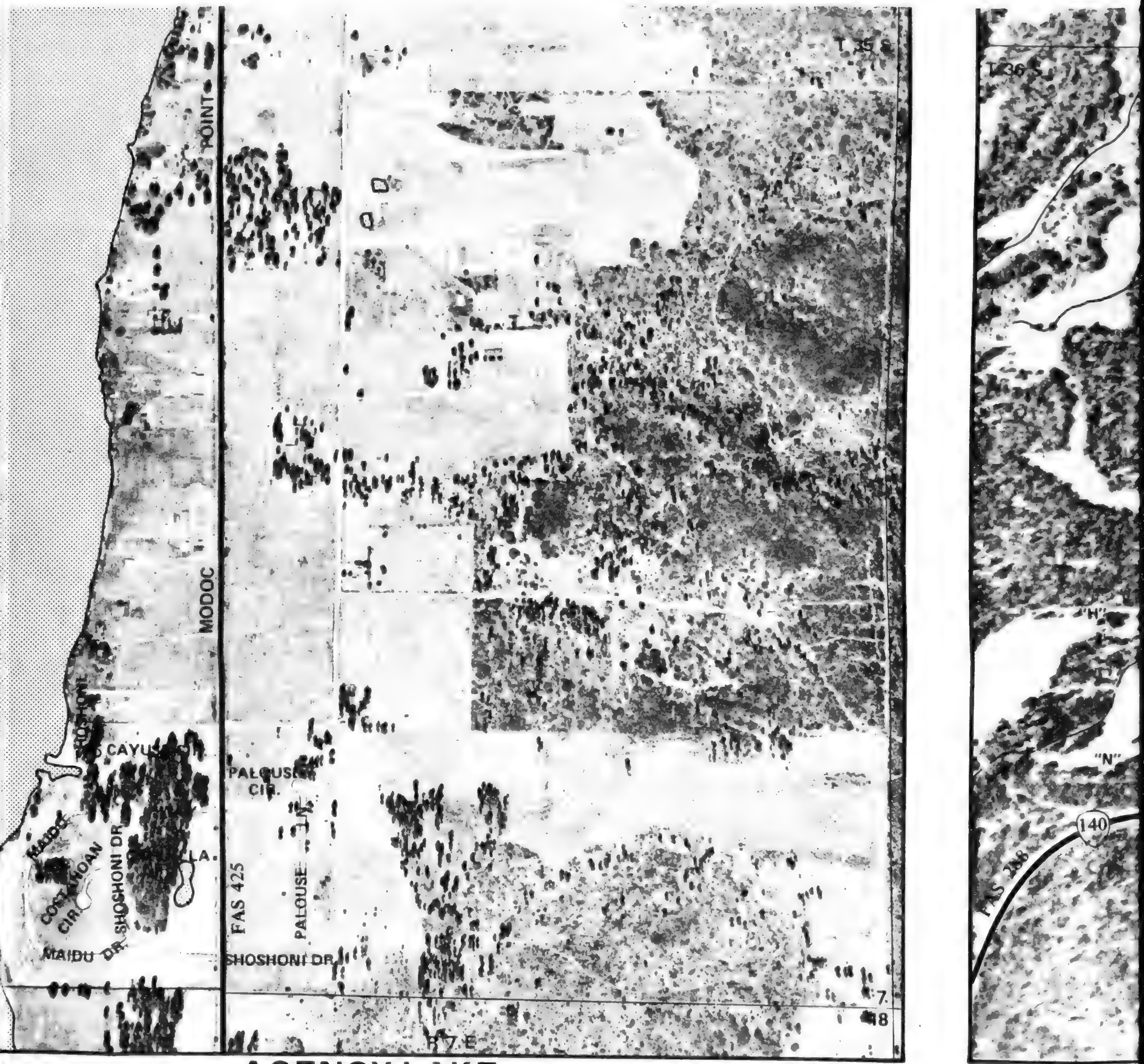

GAME MANAGEMENT AREA
SOUTHERN PACIFIC
CALIFORNIA
T 39 S
RD.
MODOC
MAPLE ST.
ELM ST.
ST.
nd
MAIN ST.
2ND
3RD
4TH
5TH ST.
SHASTA ST.
P.O.
OLD LINDEN
MIDLAND ST.
RD.
36 31
1 6
DR.
LEACH DR.
FAS 428


(MATCH TO SHEET F)
KLAMATH FALLS
HWY.)
24
19
25
30
HENLEY HIGH SCHOOL
Henley
HENLEY RD.
HENLEY SCH.
HENLEY JUNIOR HIGH SCHOOL
(MERRILL
39
FAS 419
R 9 E

HENLEY

SEMI - CONTROLLED PHOTO MAP FROM AUGUST 1970 AERIAL PHOTOGRAPHY


LAKE
20
19
FAS
FAS 845
30
29
CRYSTAL SPRINGS RD.
RD.
FEEDER
FAS 685
R 10 E
SHOSHONI
CAYU
MAIDU
COSTANOAN CIR.
SHOSHONI DR
MAIDU DR.
ILEY
G1


T 35 S
T 36 S
POINT
MODOC
SHOSHONI
CAYUSE
PALOUSE CIR.
MAIDU
COSTANOAN CIR.
SHOSHONI DR.
LA.
FAS 425
PALOUSE
MAIDU DR.
SHOSHONI DR.
7
18
R 7 E
"H"
"N"
140
FAS 288

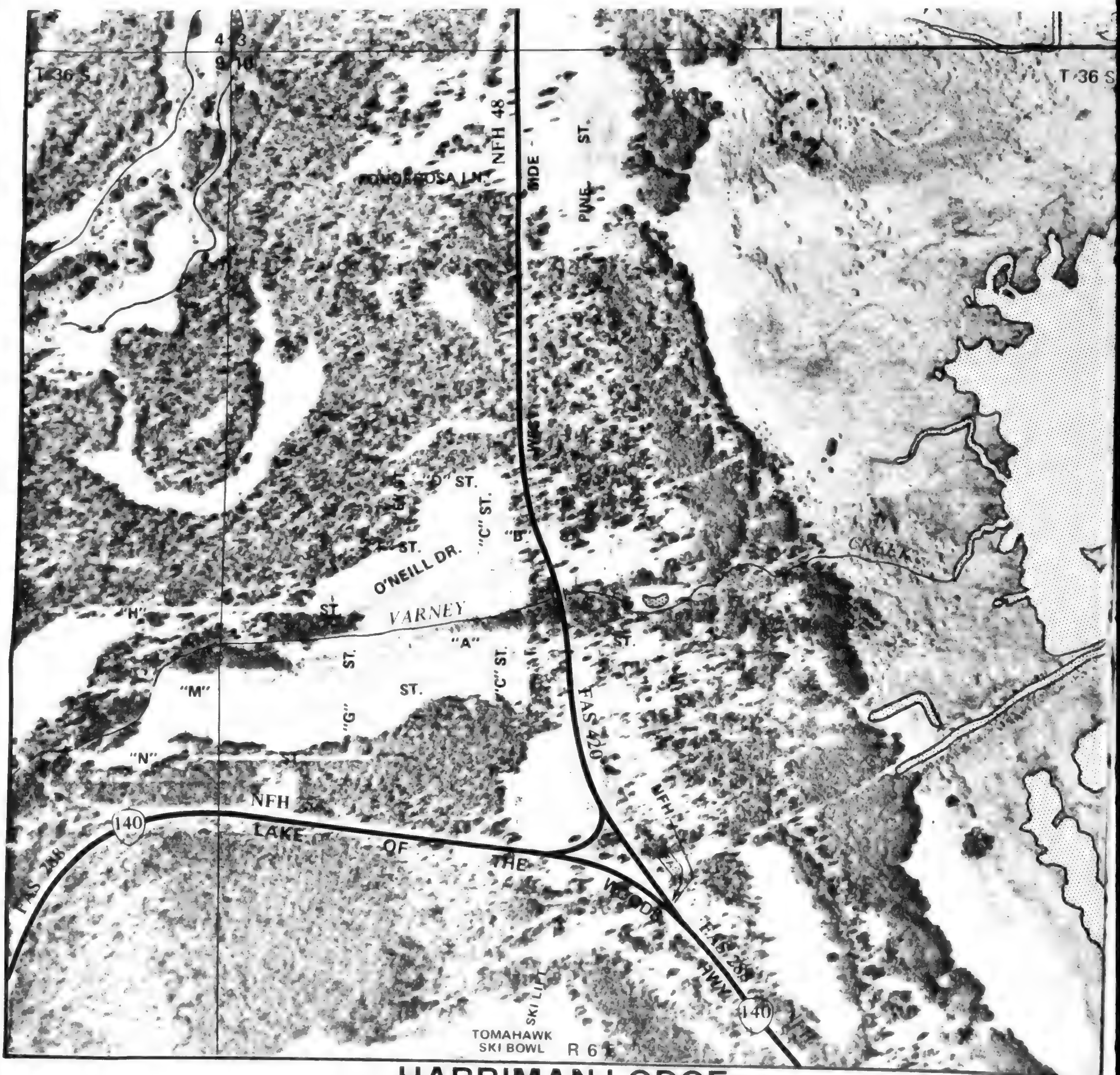
AGENCY LAKE

(G3)

1972

SCALE 1" = 600 FEET

600 0 600 1200 1800

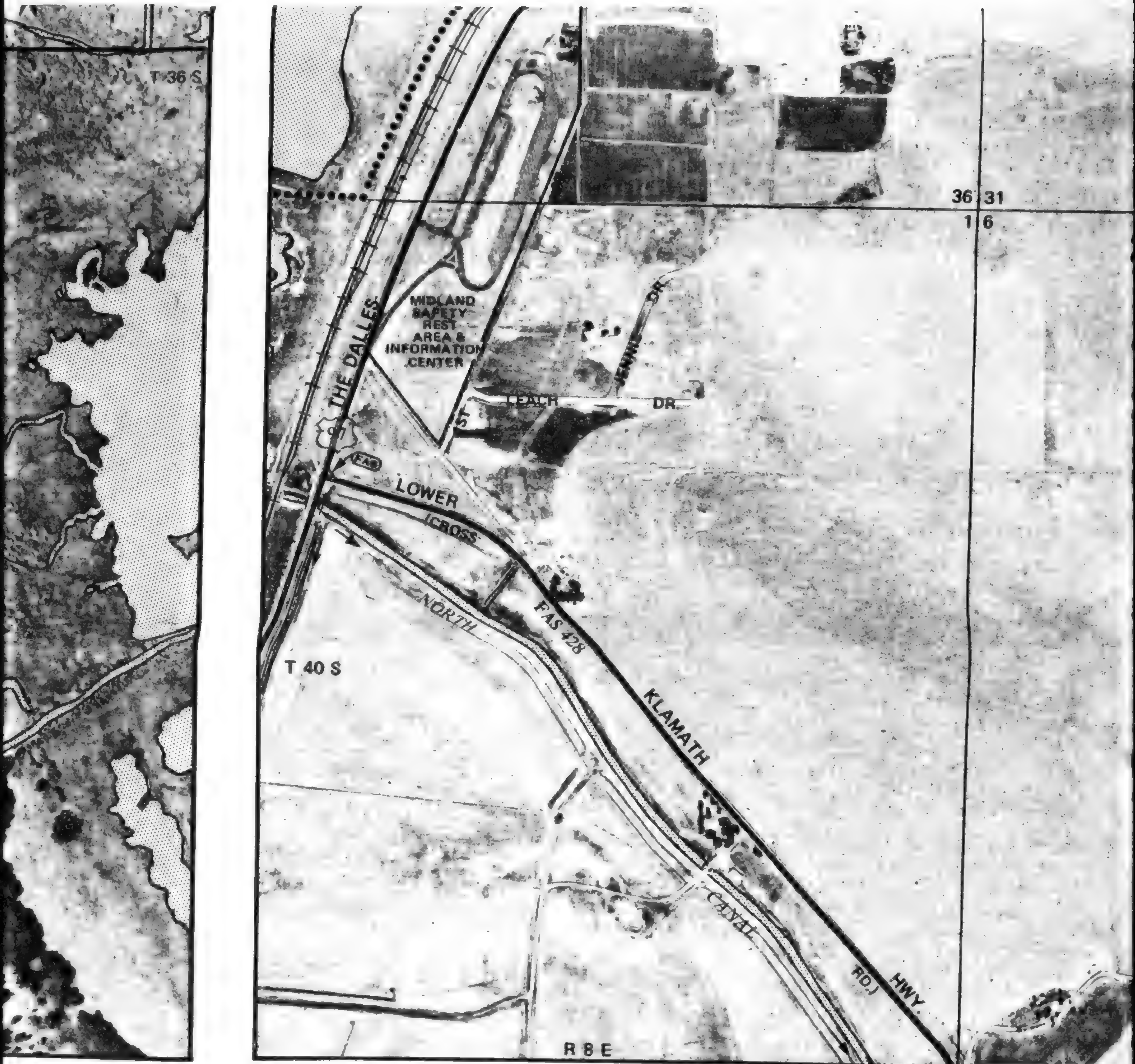

T 36 S.
4 3
9 10
T 36 S
NFH 48
PONDEROSA LN.
SIDE
PINE ST.
"D" ST.
"C" ST.
"B"
ST.
O'NEILL DR.
CREEK
"H"
ST.
VARNEY
"A"
ST.
"M"
ST.
"G"
ST.
"C" ST.
FAS 420
"N"
NFH
140
LAKE OF THE WOODS HWY
FAS 288
NFH
SKI LIFT
TOMAHAWK
SKI BOWL
R 6 E
140

HARRIMAN LODGE

G4

1800 2400 Feet

APPROVED APRIL 19, 1972

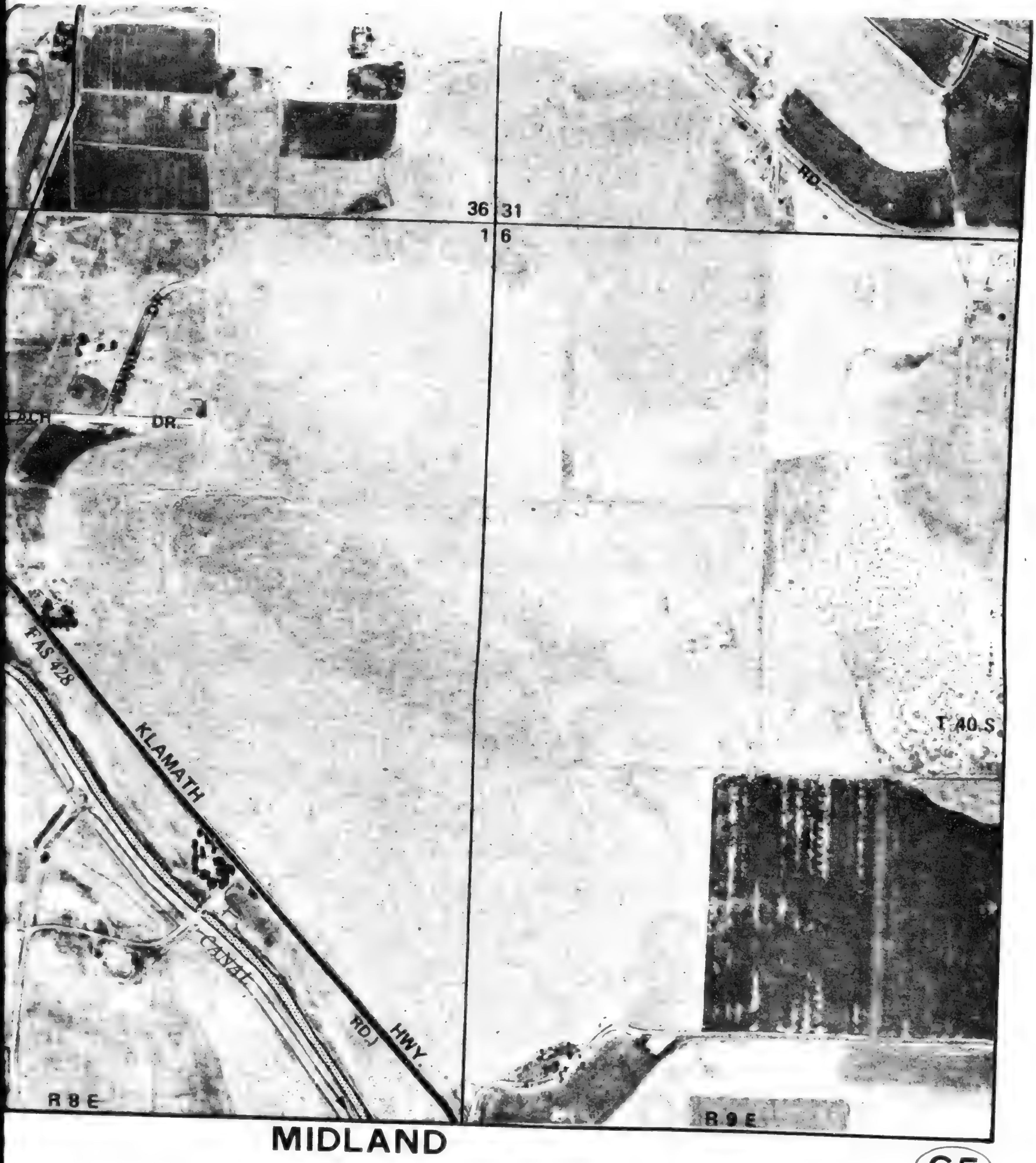

T 36 S
36 31
1 6
THE DALLES
97
MIDLAND SAFETY REST AREA & INFORMATION CENTER
DR.
LEACH
DR.
ST
FAS
LOWER
CROSS
NORTH
FAS 428
KLAMATH
CANAL
RD.
HWY.
T 40 S
R 8 E
G4

MIDLAND

SUPPLEMENTAL SHEET G OF 8 MAP SHEETS AND 7 SUPPLEME

GENERAL HIGHWAY MAP

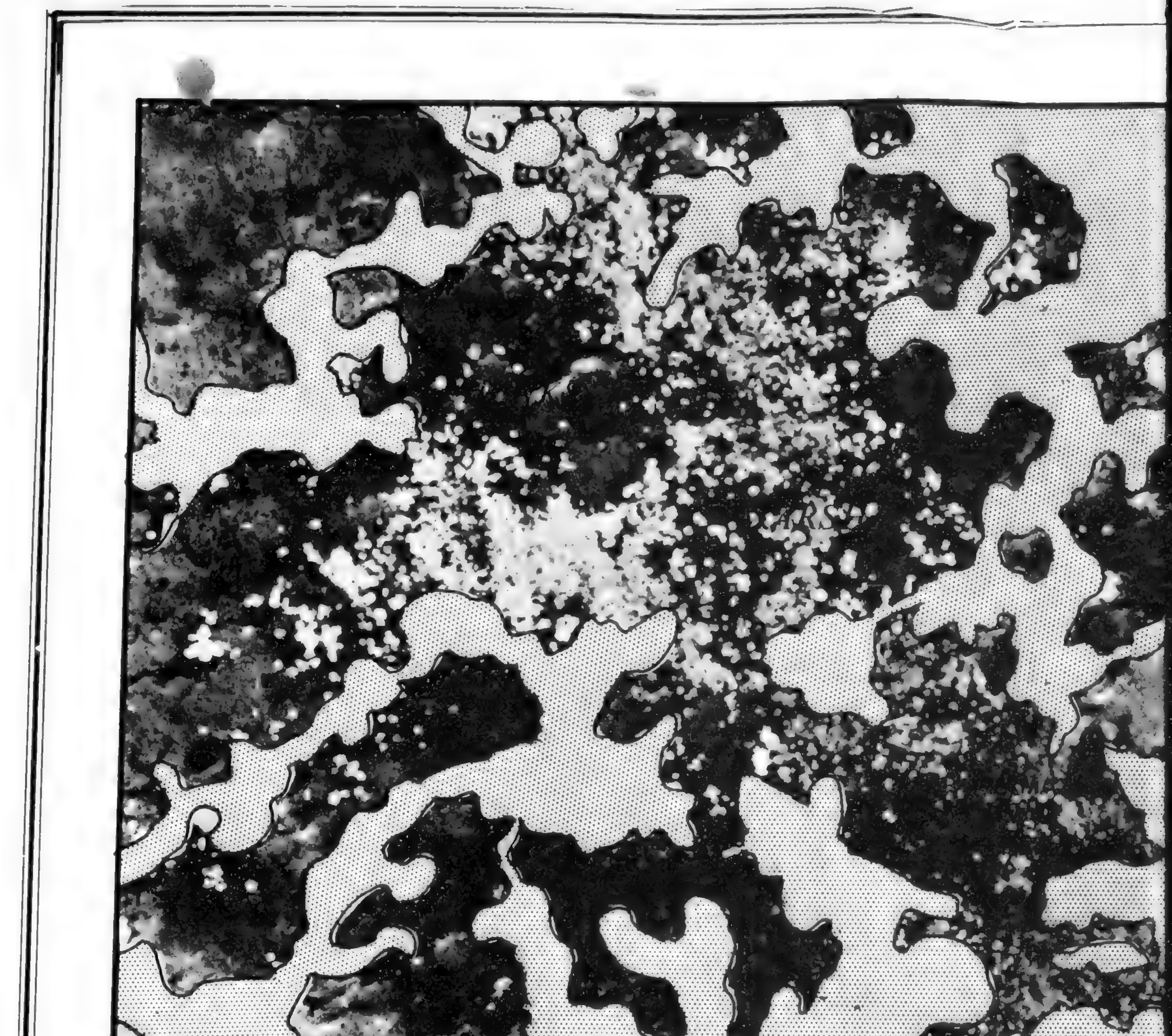
KLAMATH COUNT

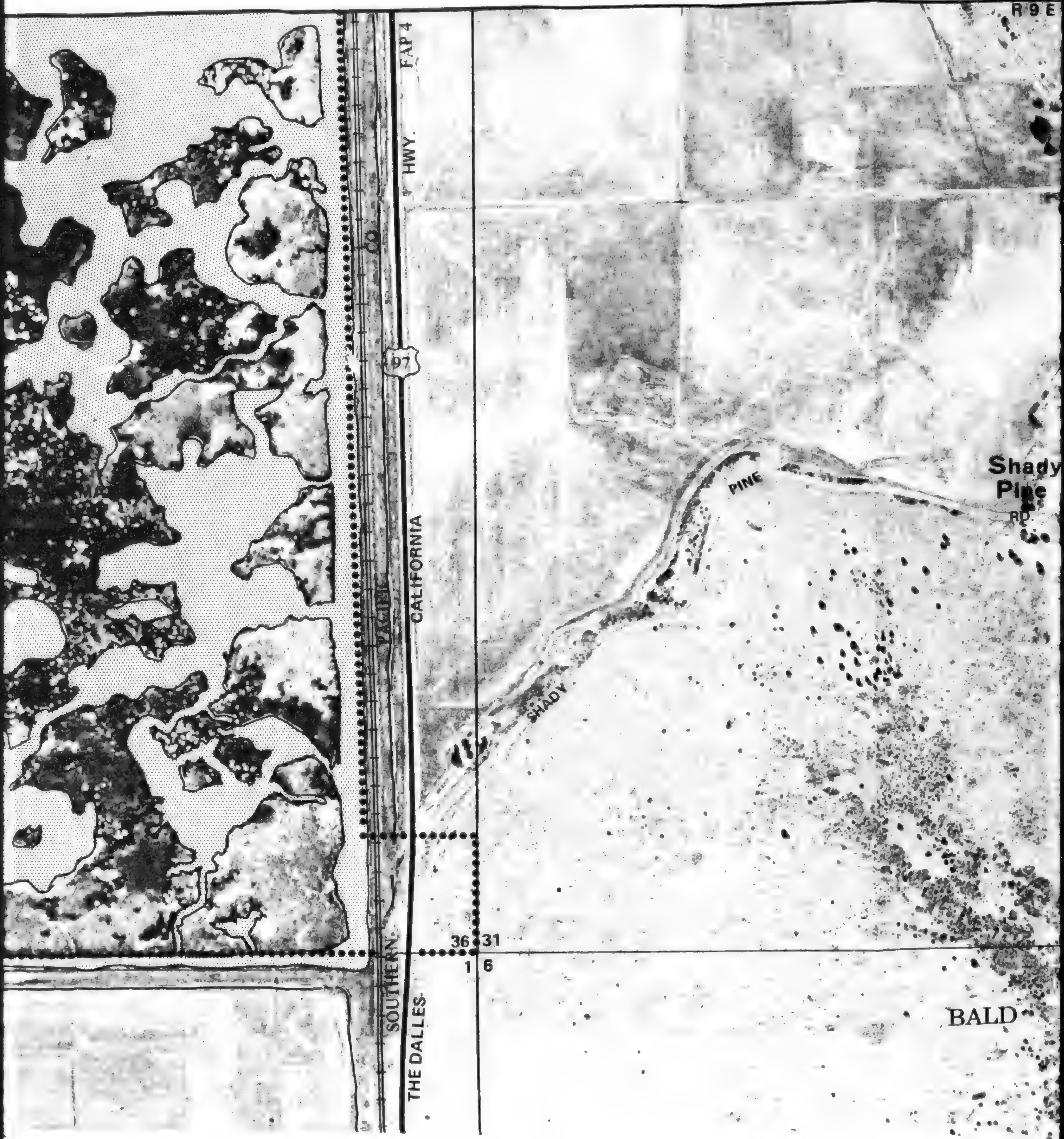

36
31
1
6
RD.
DR.
FAS 428
KLAMATH
Canal
RD.
HWY.
T.40.S.
R 8 E
R 9 E
MIDLAND

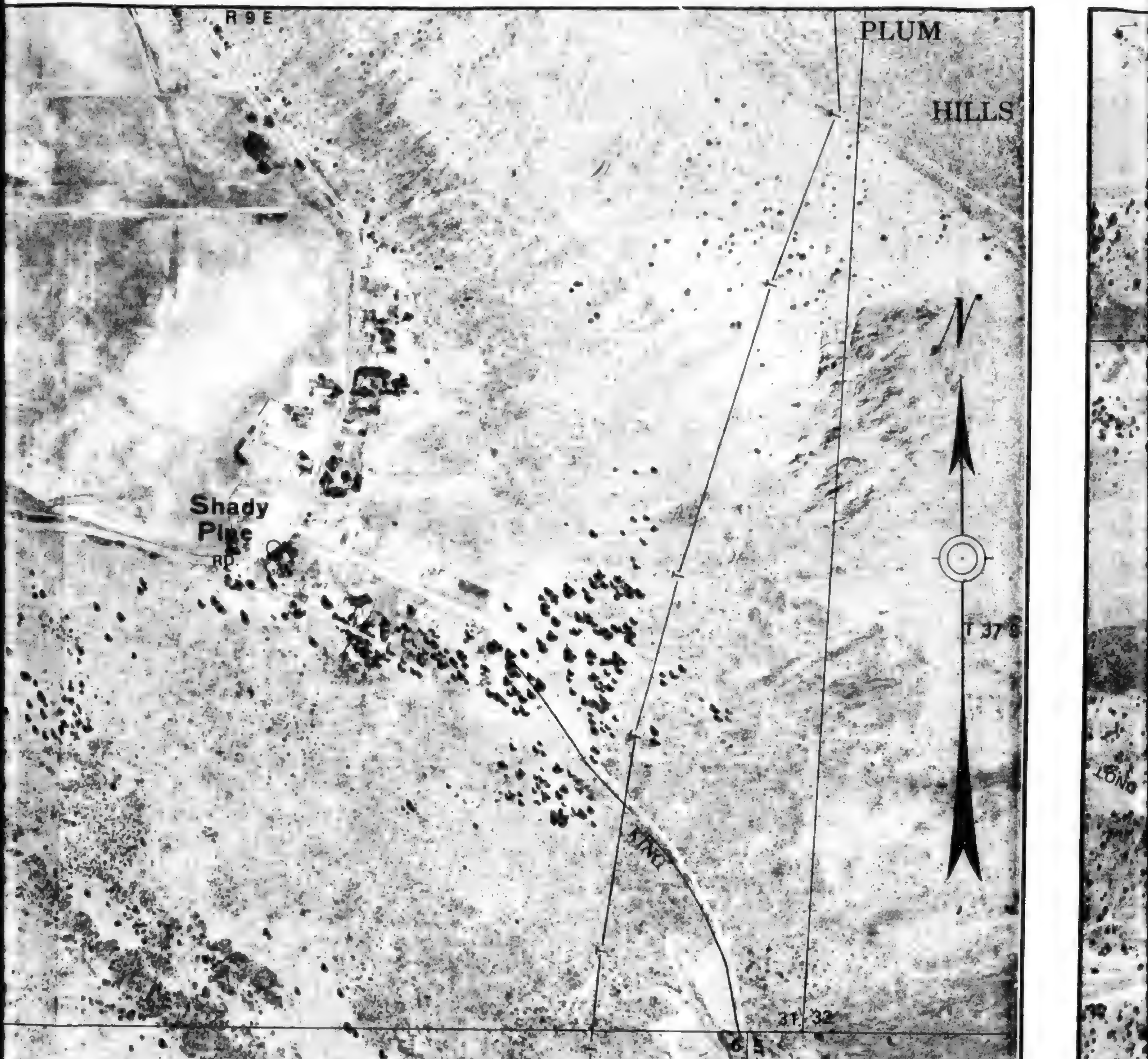
G5

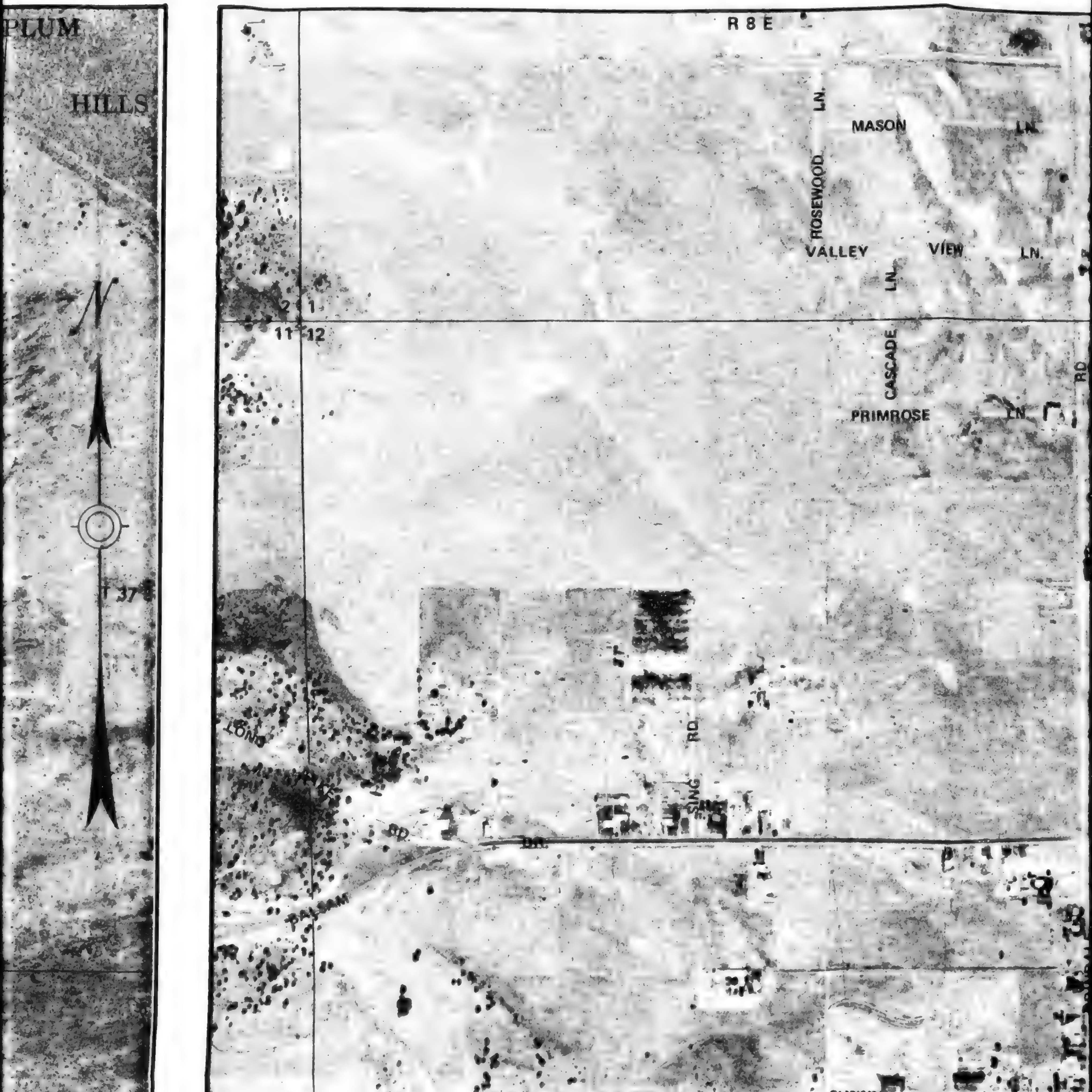
SUPPLEMENTAL SHEET G OF 8 MAP SHEETS AND 7 SUPPLEMENTAL SHEETS

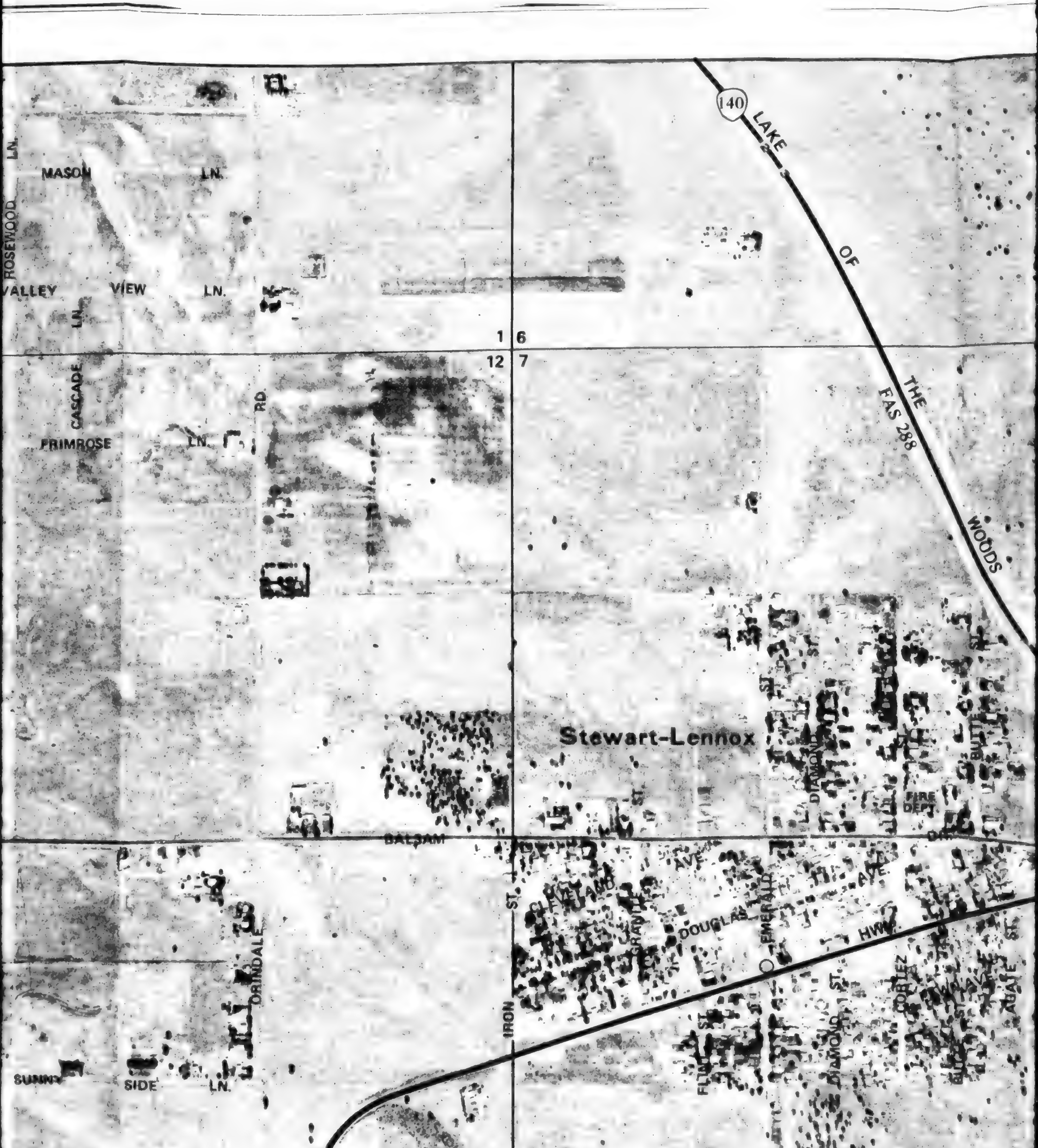
SHEET G

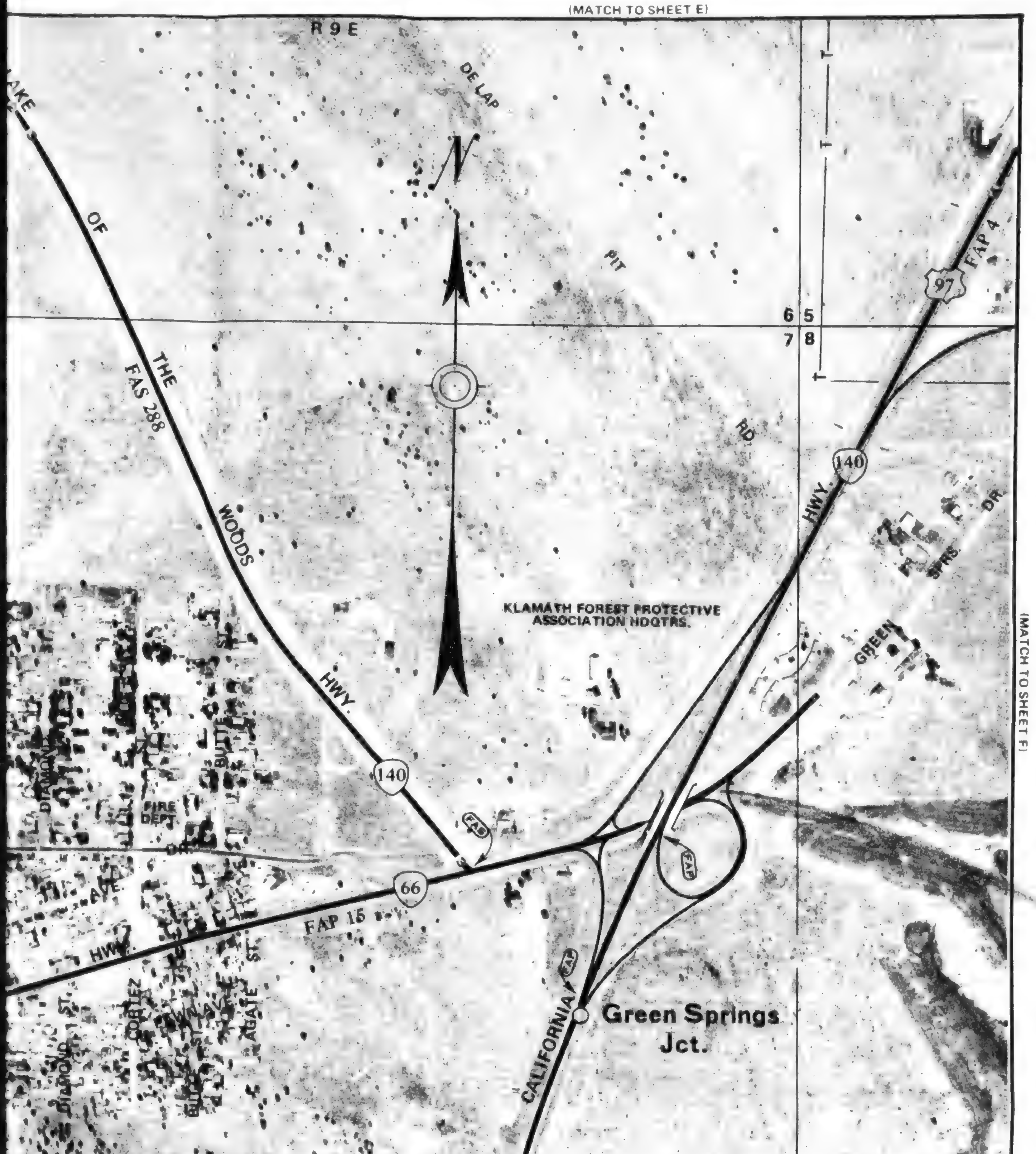


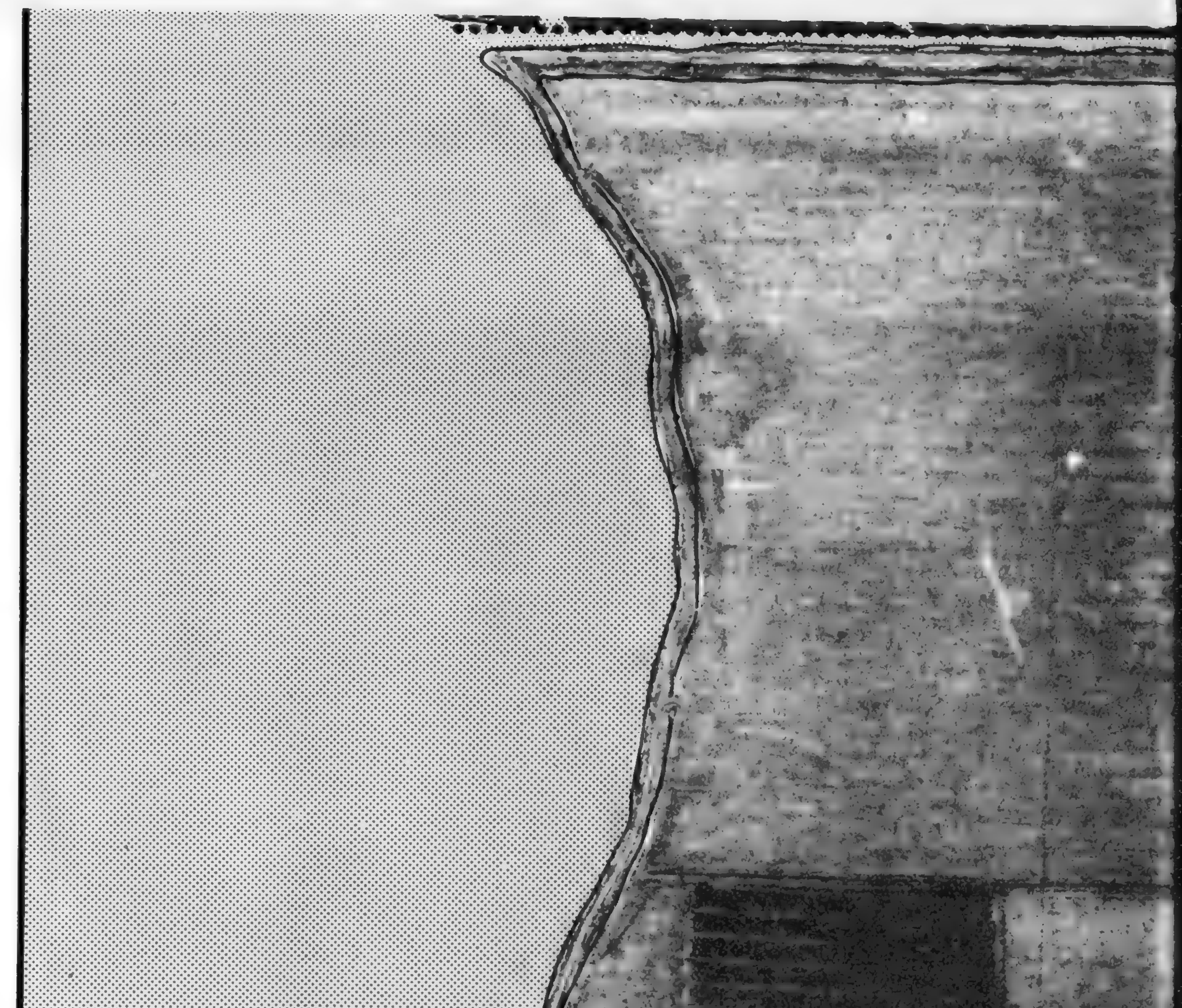

R 9 E
FAP 4
HWY.
97
CALIFORNIA
Shady Pine RD
PINE
SHADY
36
31
1
6
SOUTHERN
THE DALLES
BALD

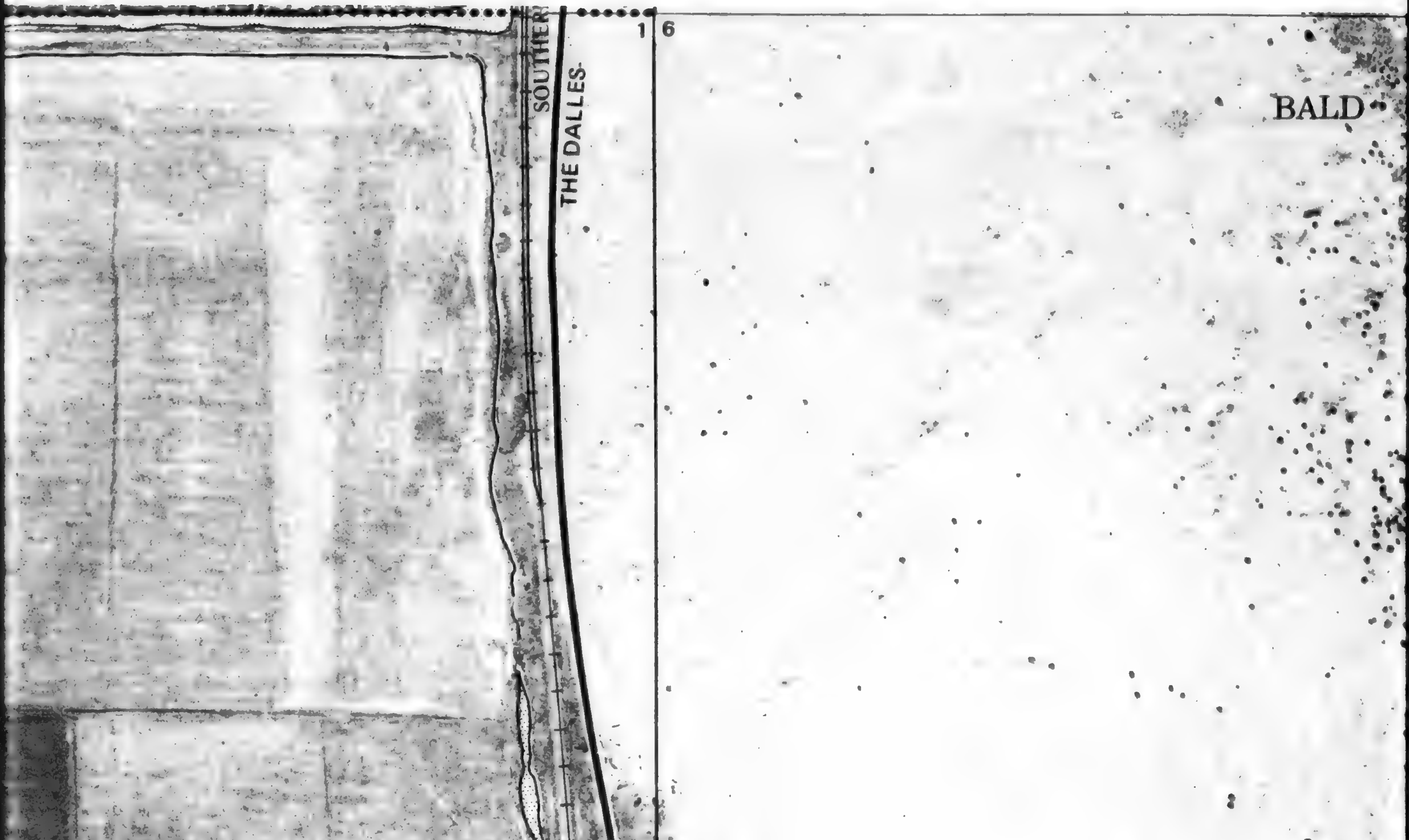

R 9 E
PLUM
HILLS
N
Shady Pine
RD.
T 37 S
KING
31
32
6
5
BALD
El. 4,899
CA
LONG

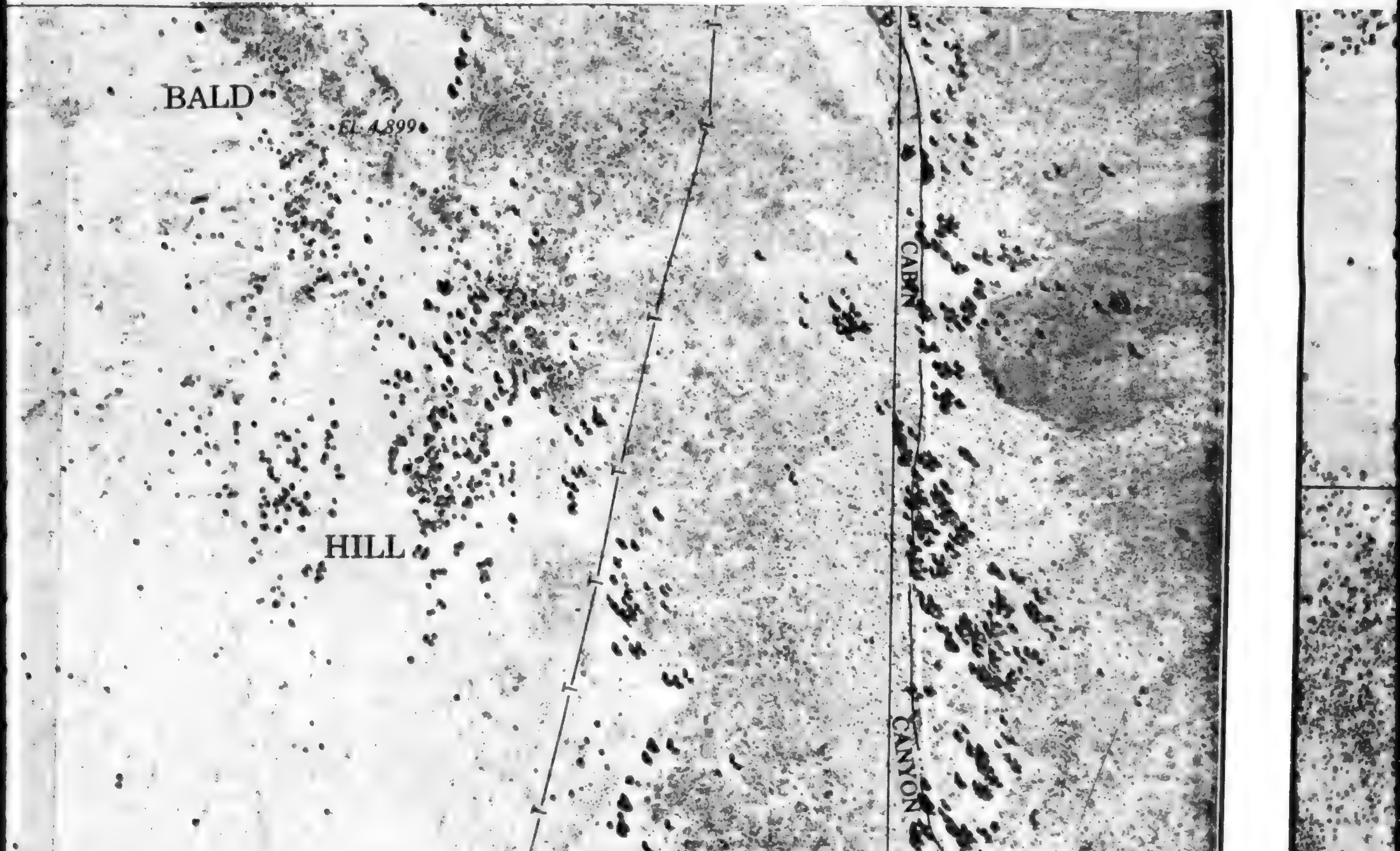

PLUM
HILLS
N
T 37
R 8 E
MASON
LN.
ROSEWOOD
LN.
VALLEY
VIEW
LN.
LN.
CASCADE
PRIMROSE
LN.
RD
2
1
11
12
ST
RD.
SING
LONG
RD
DR.
BALSAM
SUNNY
SIDE
LN.

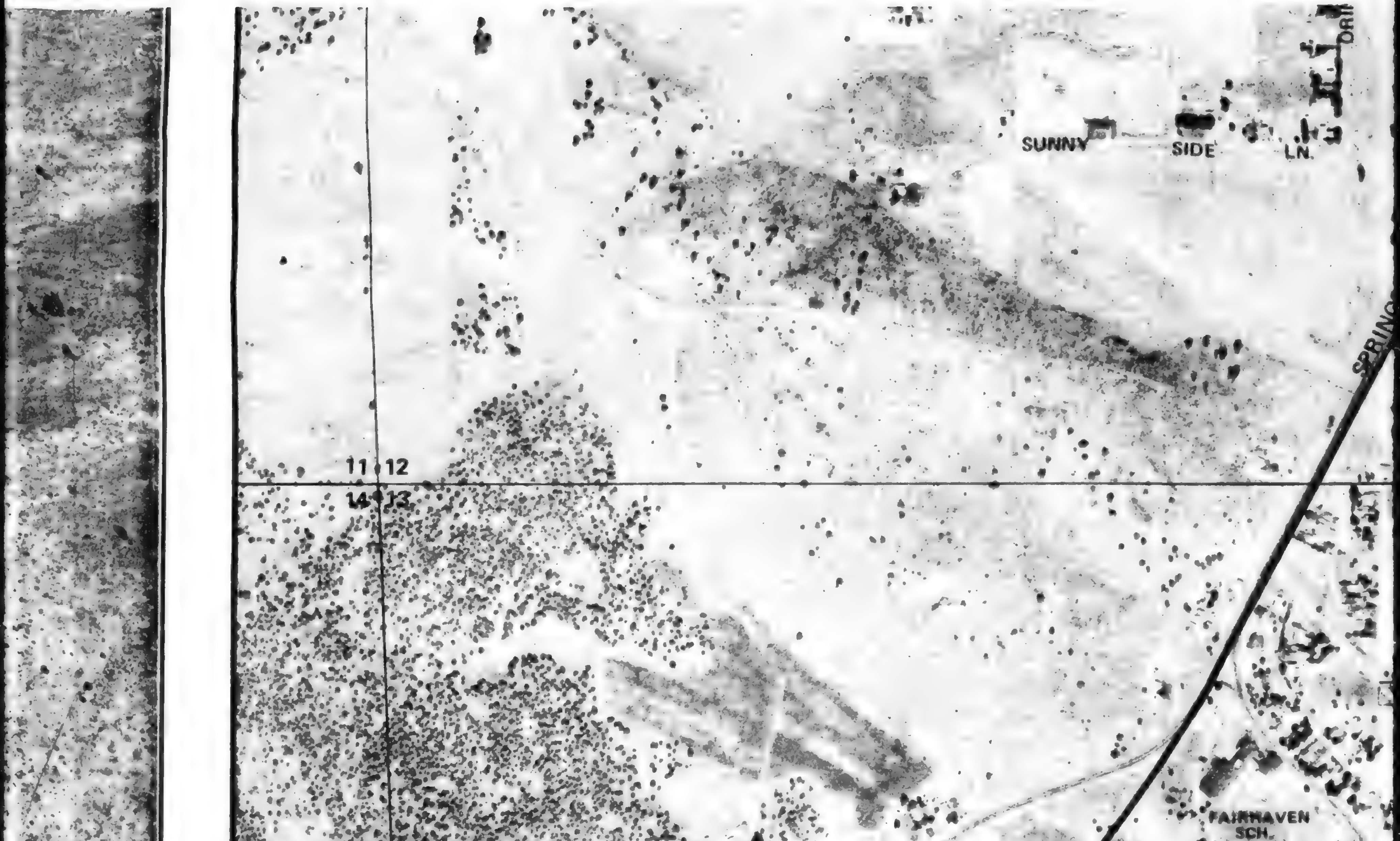
ROSEWOOD LN.
MASON LN.
VALLEY VIEW LN.
LN.
CASCADE
PRIMROSE LN.
RD
1 6
12 7
140
LAKE OF THE WOODS
FAS 288
Stewart-Lennox
DIAMOND
FIRE DEPT.
BUTTE ST.
ST.
BALSAM
AVE.
IRON ST.
CLEVELAND
GRANVILLE
DOUGLAS
EMERALD
HWY
ORINDALE
SUNNY SIDE LN.
FIR ST.
DIAMOND ST.
CORTEZ
AGATE ST.

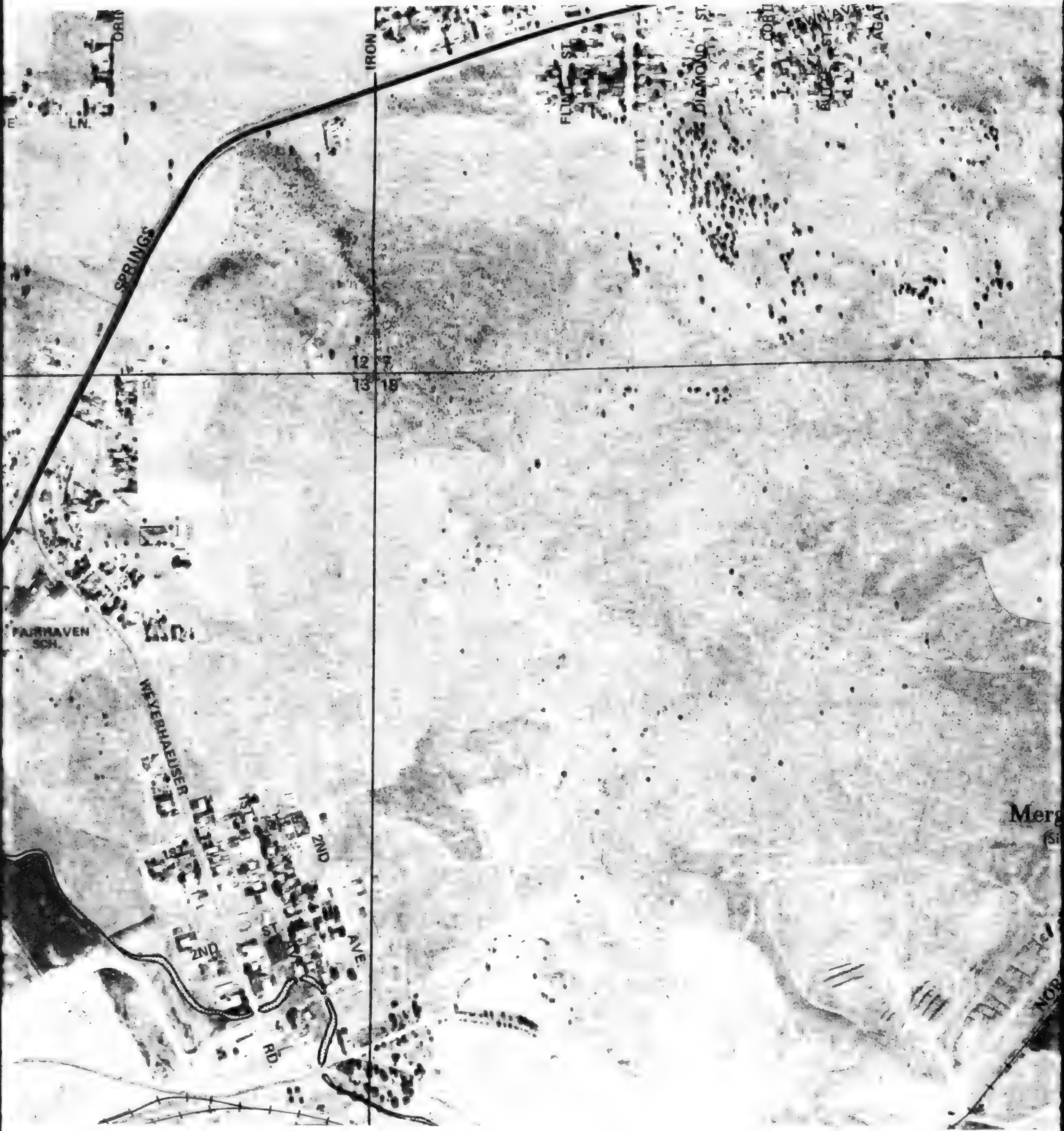

(MATCH TO SHEET E)
R 9 E
DE LAP
N
PIT
RD
6 5
7 8
LAKE OF THE WOODS HWY.
FAS 288
140
HWY. 140
97
FAP 4
GREEN SPRS. DR
KLAMATH FOREST PROTECTIVE ASSOCIATION HDQTRS.
DIAMOND
FIRE DEPT.
BUTTE ST.
AVE.
DR
66
FAP 15
HWY.
FAS
FAP
CORTEZ
DIAMOND ST.
ABATE ST.
CALIFORNIA
Green Springs Jct.
REAMES
(MATCH TO SHEET F)

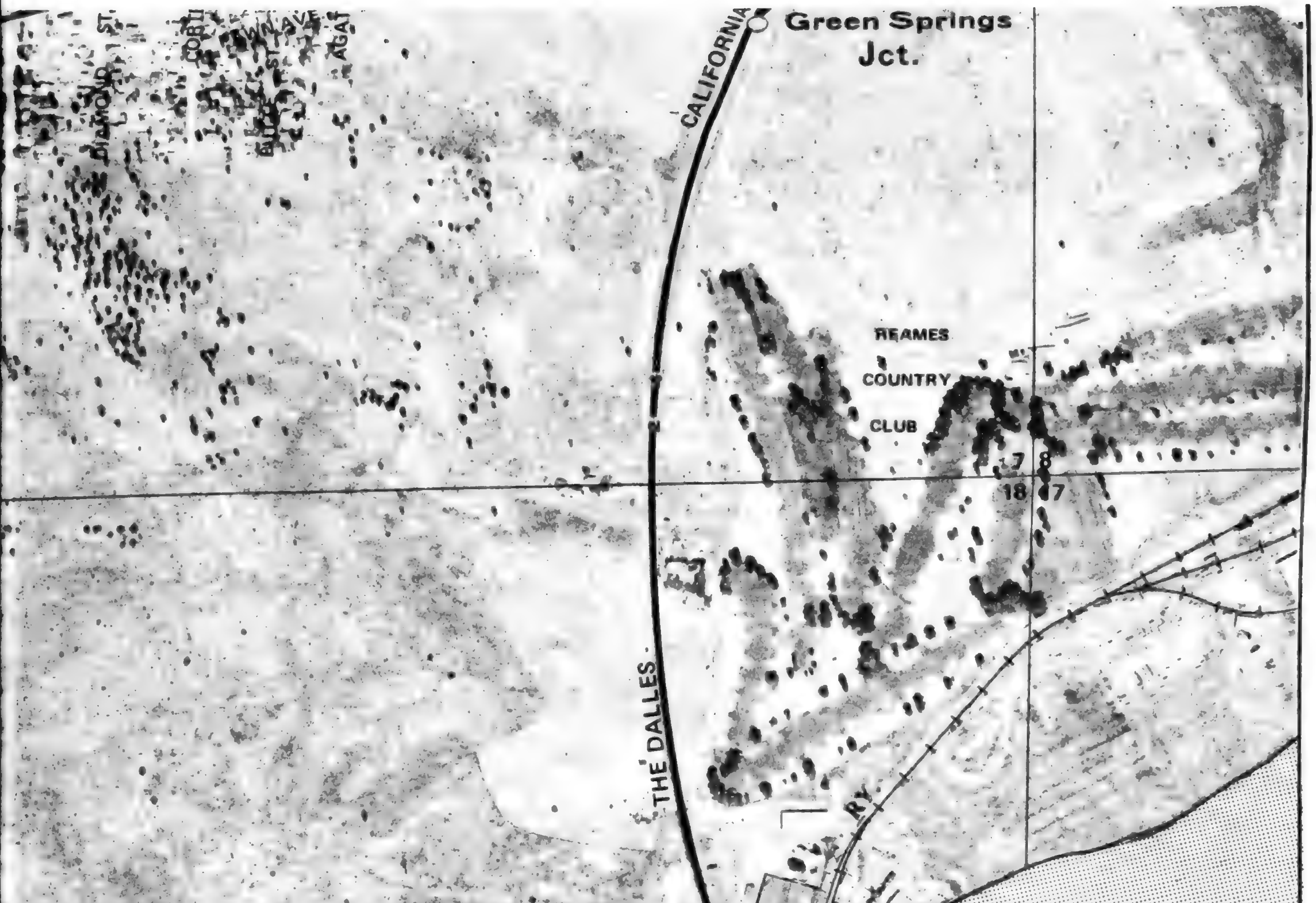


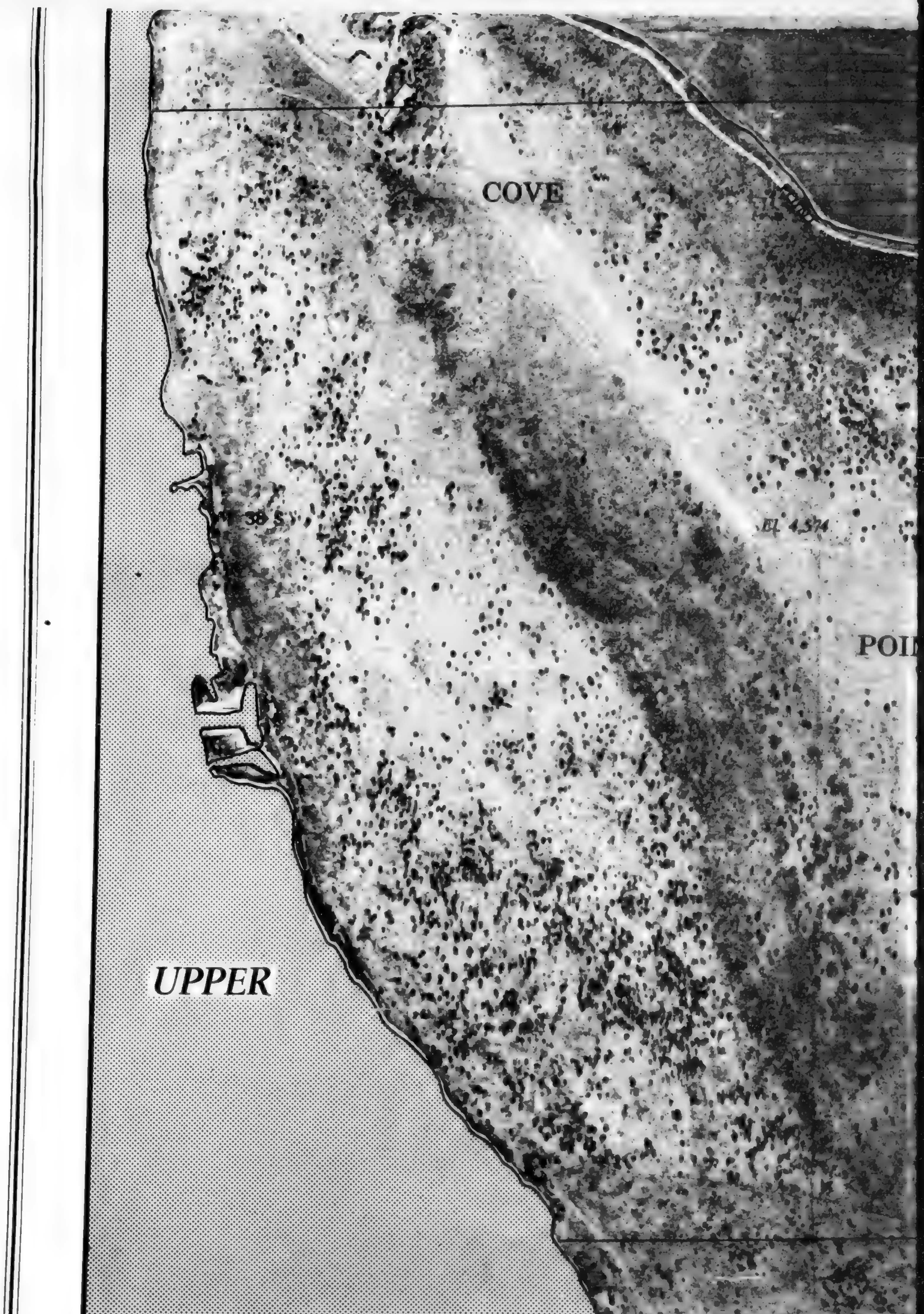

SOUTHER
THE DALLES-
1
6
BALD
WOCUS
FAP 4
RABBIT
RD
1
6
12
7

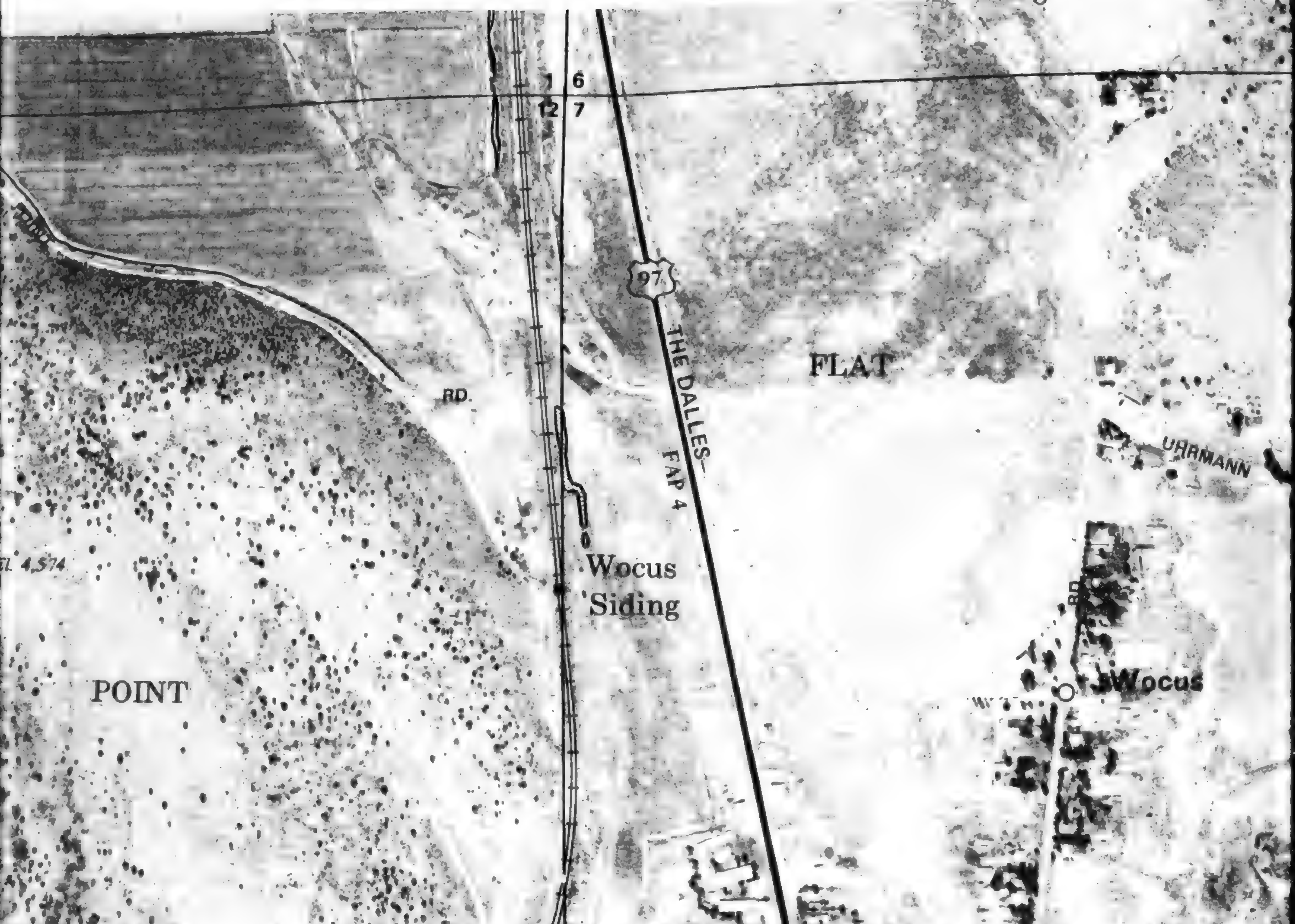

BALD
EL 4,899
HILL
CABIN
CANYON
RD
6
5
6 5
7 8
T 39 S

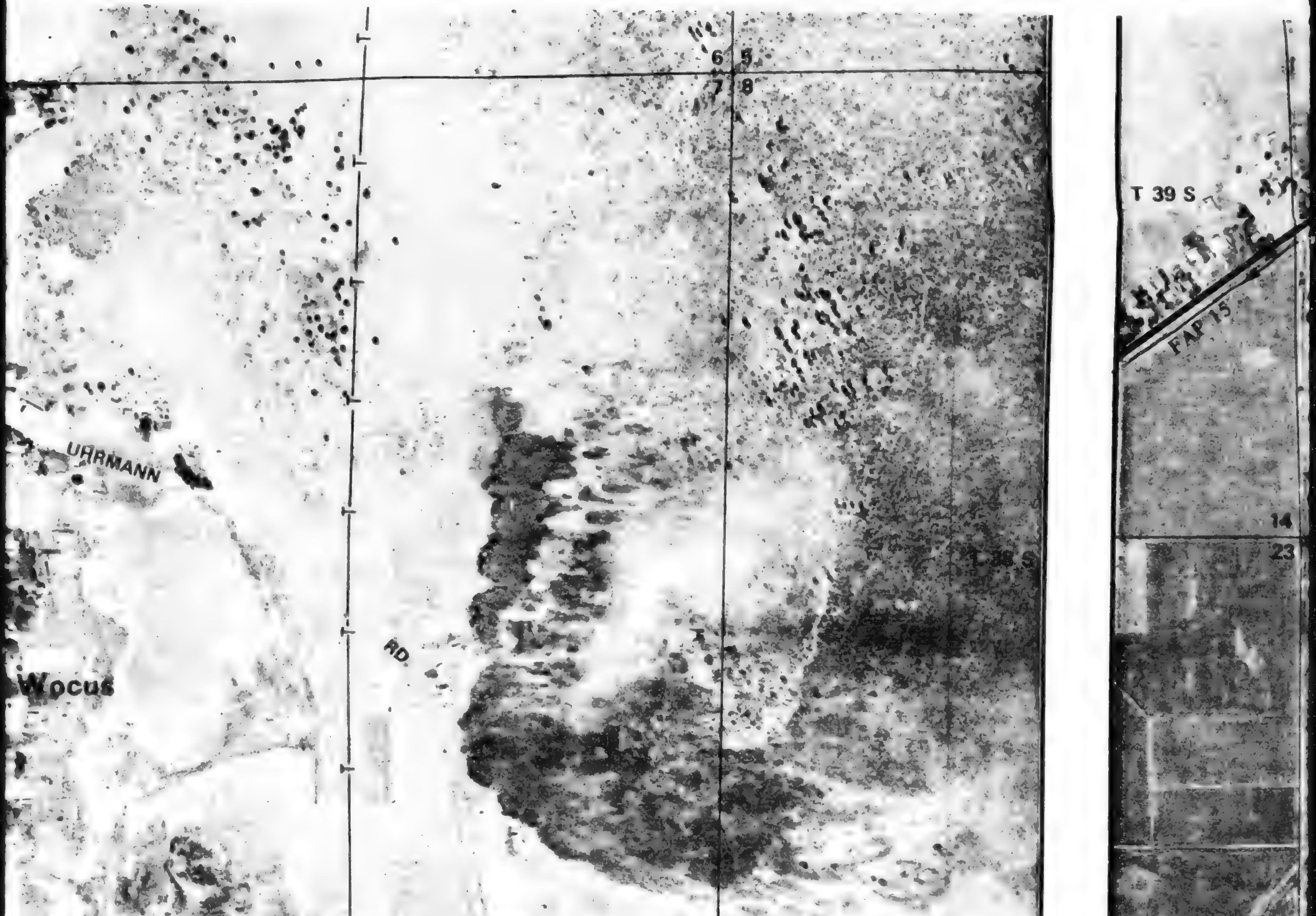

SUNNY SIDE LN.
11 12
14 13
SPRING
FAIRHAVEN SCH.
GREEN
66
T 39 S

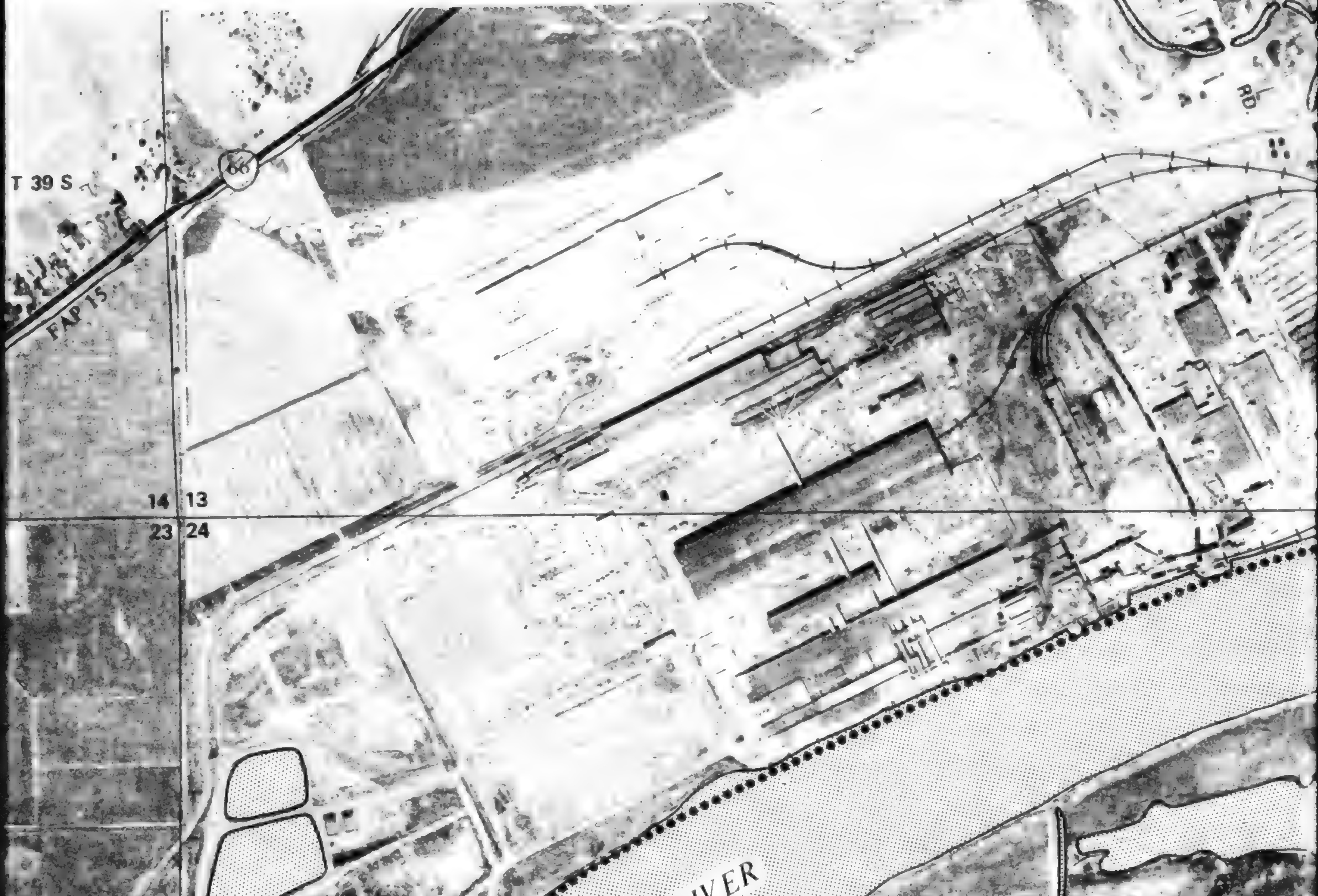

IRON
SPRINGS
LN.
FLINT ST.
DIAMOND ST.
CORT
LAWN AVE.
BLUE
AGAT
12 7
13 18
FAIRHAVEN SCH.
WEYERHAEUSER
2ND
1ST
ST.
AVE.
RD.
Merg
NOR

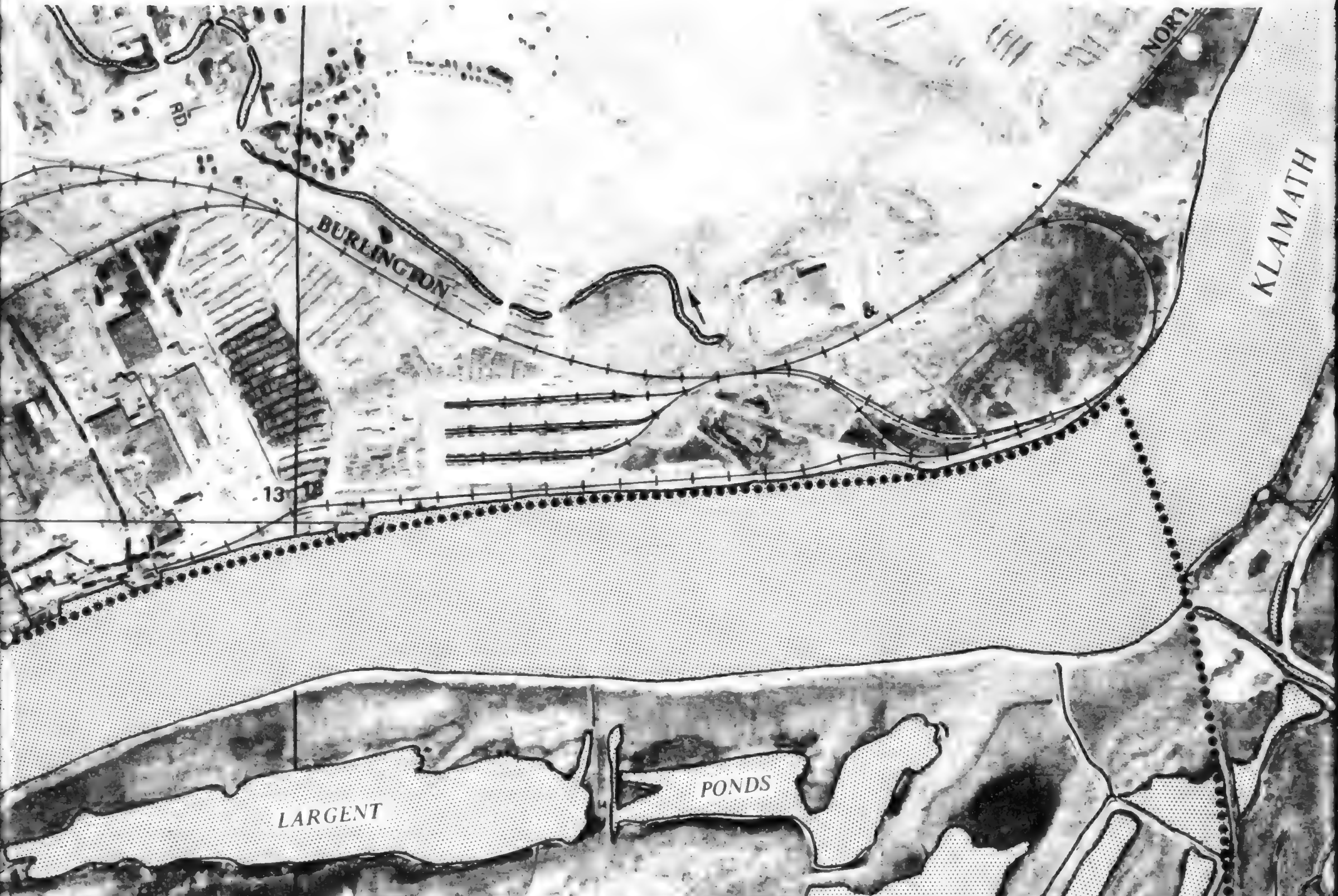

Green Springs
Jct.
CALIFORNIA
THE DALLES
REAMES
COUNTRY
CLUB
7
8
18
17
RY
RIVER
Merganser
(site)
NORTHERN
ATH
T 39 S
DIAMOND
ST.
BUTTE
ST.
AVE
AGAT


COVE
38 S
El. 4,574
POI
UPPER

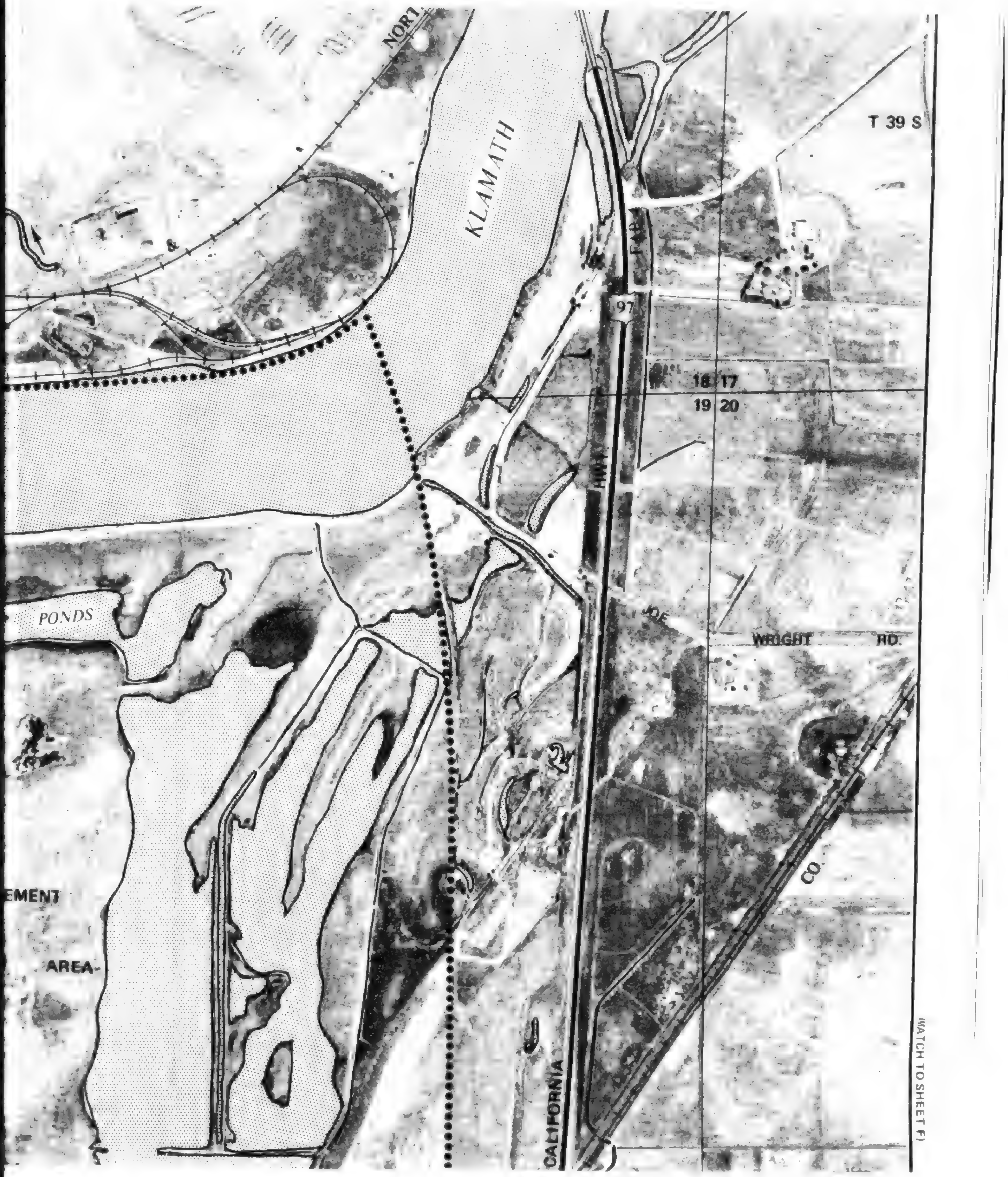

1
6
12
7
97
THE DALLES–
FAP 4
FLAT
RD.
UHRMANN
El. 4,574
Wocus
Siding
POINT
RD
Wocus
CALIFORNIA
WOCUS
LONGACRE RD
12
7
13
18
SOUTH

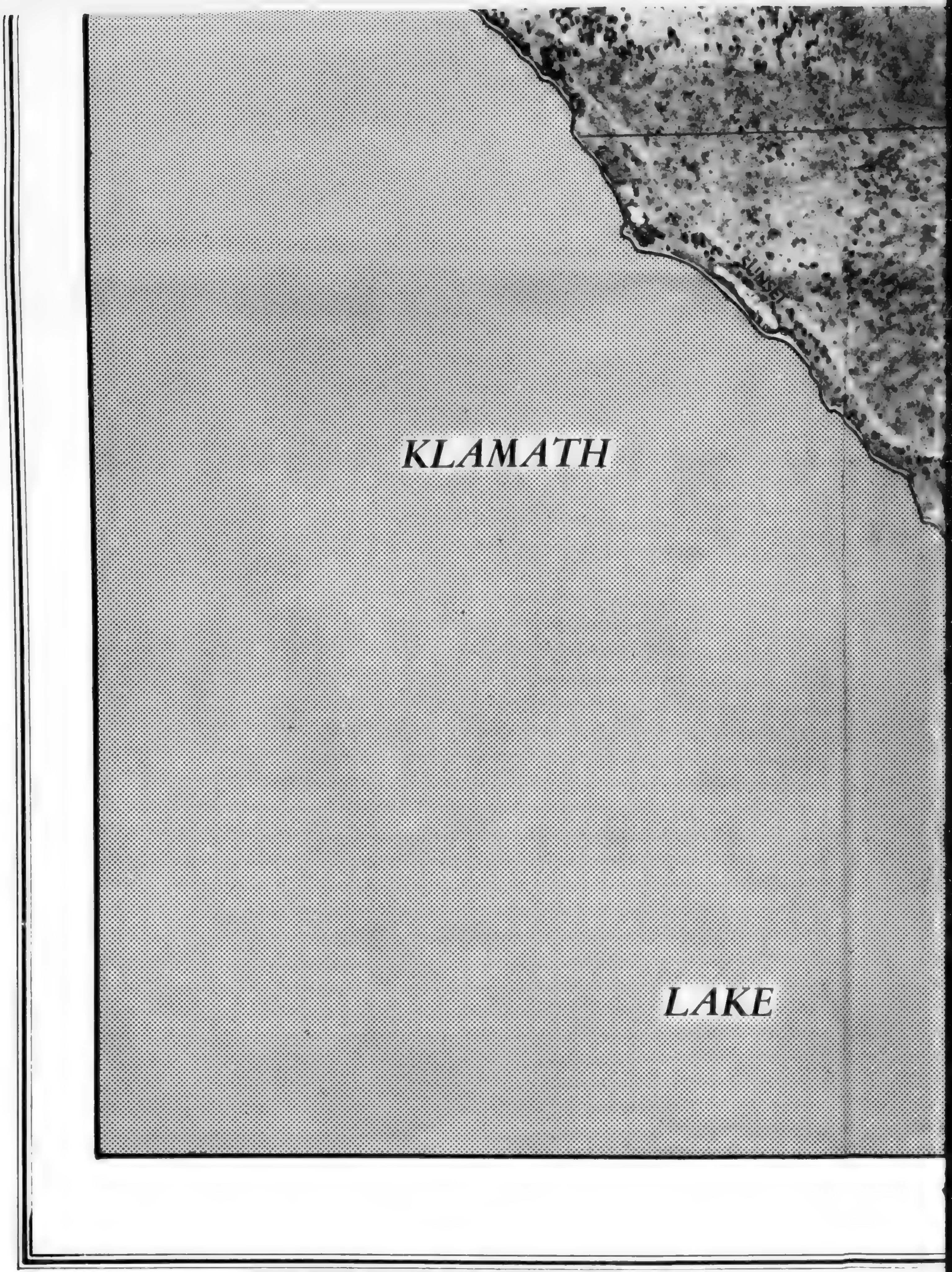

6 5
7 8
T 39 S
FAP 15
UHRMANN
14
23
RD
Wocus
LN
UHRMANN
7 8
18 17
KLAM


T 39 S
66
FAP 15
RD.
14
13
23
24
RIVER
MILLER
KLAMATH
ISLAND

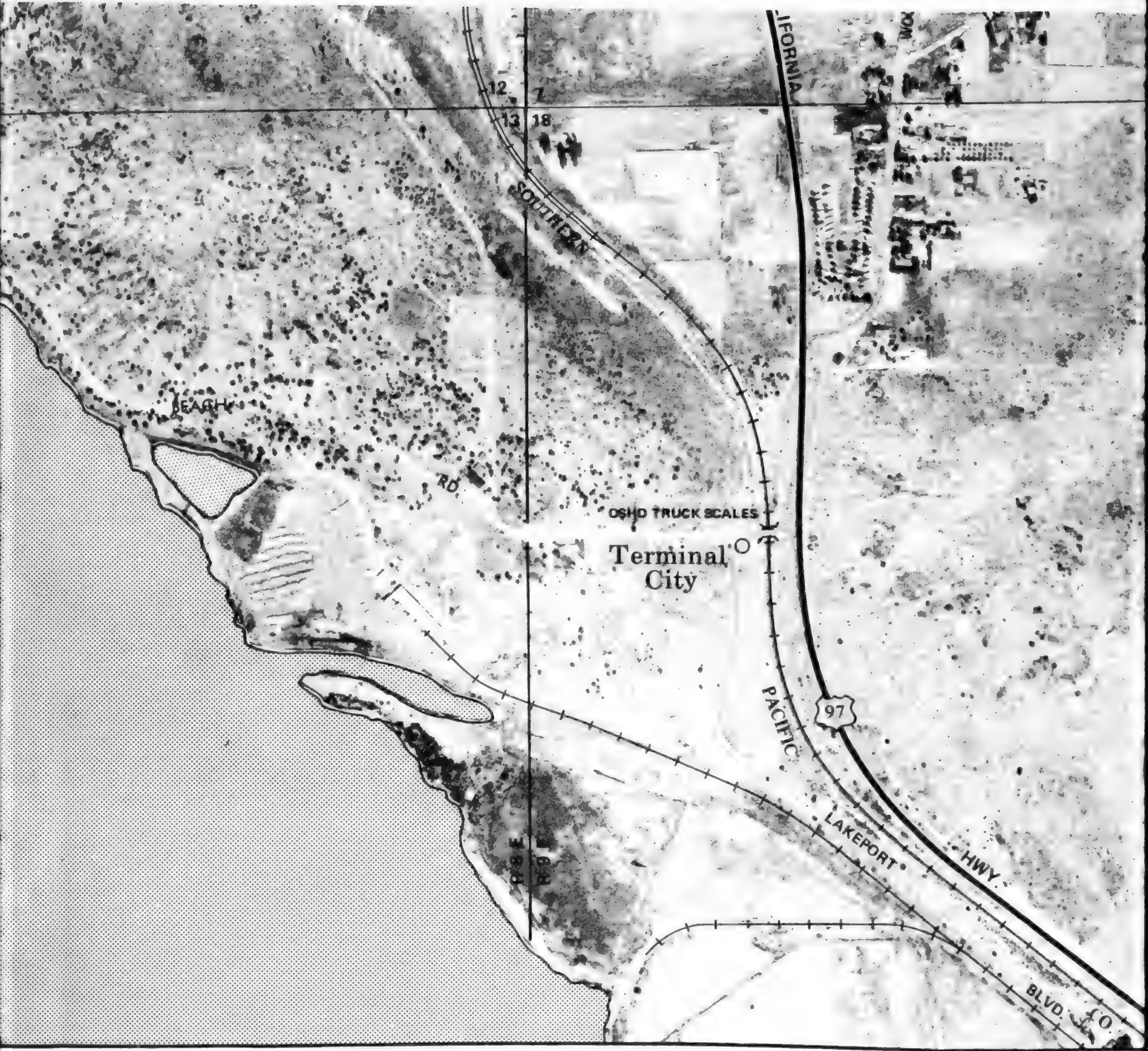


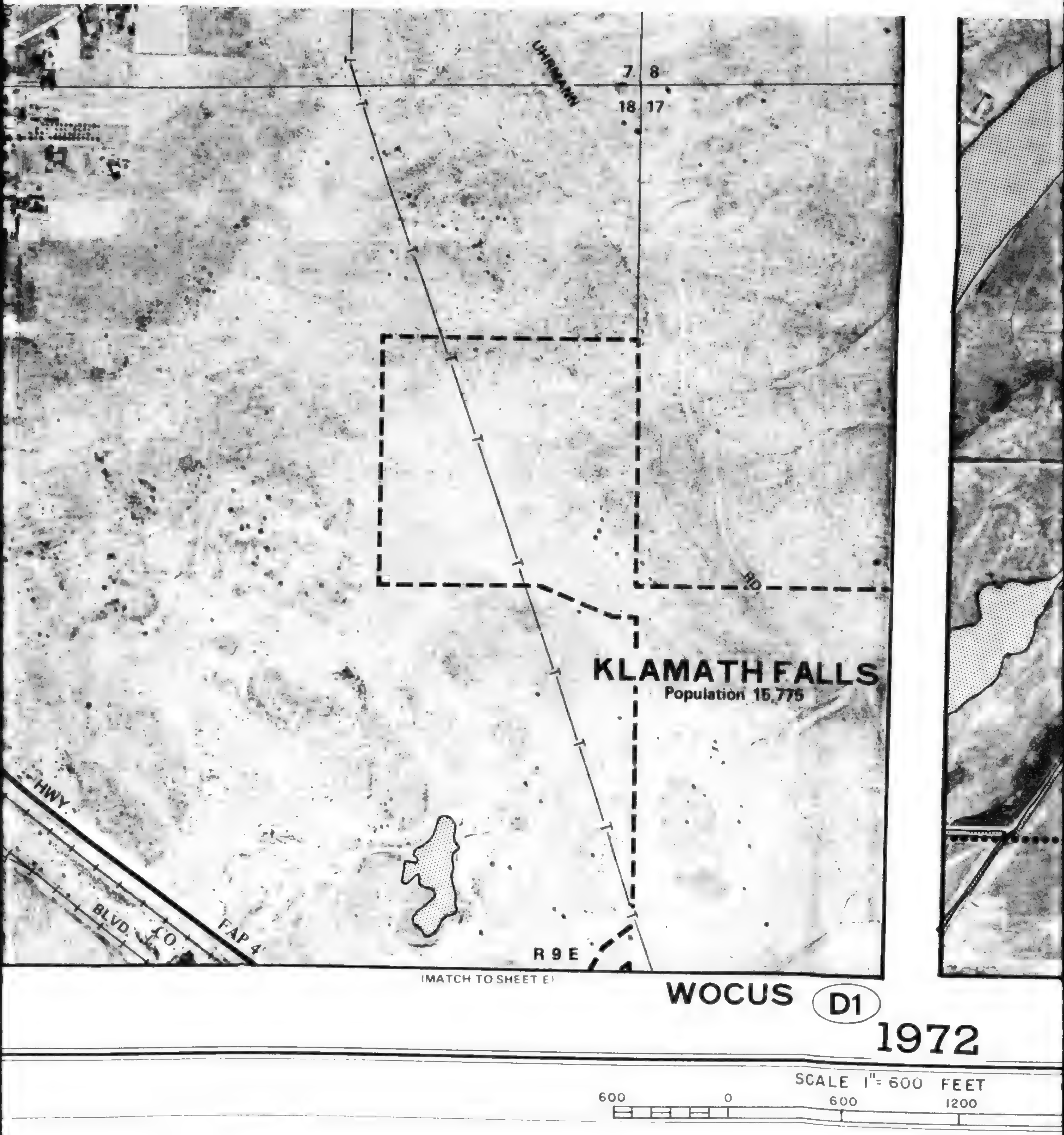
NORT
RD
BURLINGTON
KLAMATH
13
LARGENT
PONDS
KLAMATH
GAME
MANAGEMENT
AREA-
ISLAND

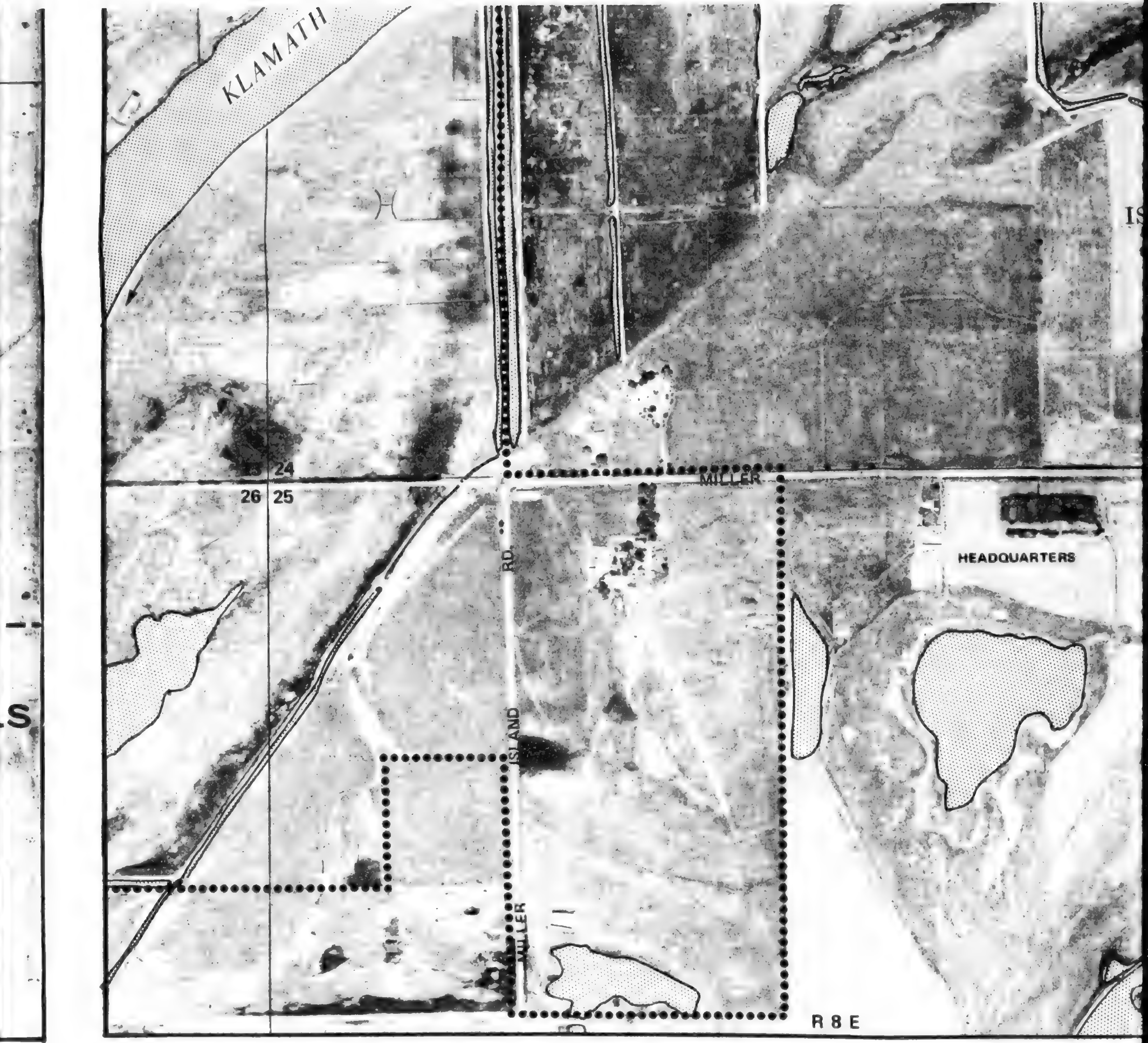

NORT
KLAMATH
T 39 S
FAIR
97
HWY
18 17
19 20
PONDS
JOE
WRIGHT
RD.
EMENT
AREA-
CO.
CALIFORNIA
MATCH TO SHEET F)


SUNSET
KLAMATH
LAKE

SEMI-CONTROLLED PHOTO MAP FROM AUGUST 1970 AERIAL PHOTOGRAPHY


12
7
13
18
IFORNIA
SOUTHERN
BEACH
RD
OSHD TRUCK SCALES
Terminal City
PACIFIC
97
LAKEPORT
HWY.
BLVD.
CO.
R8E
R9E

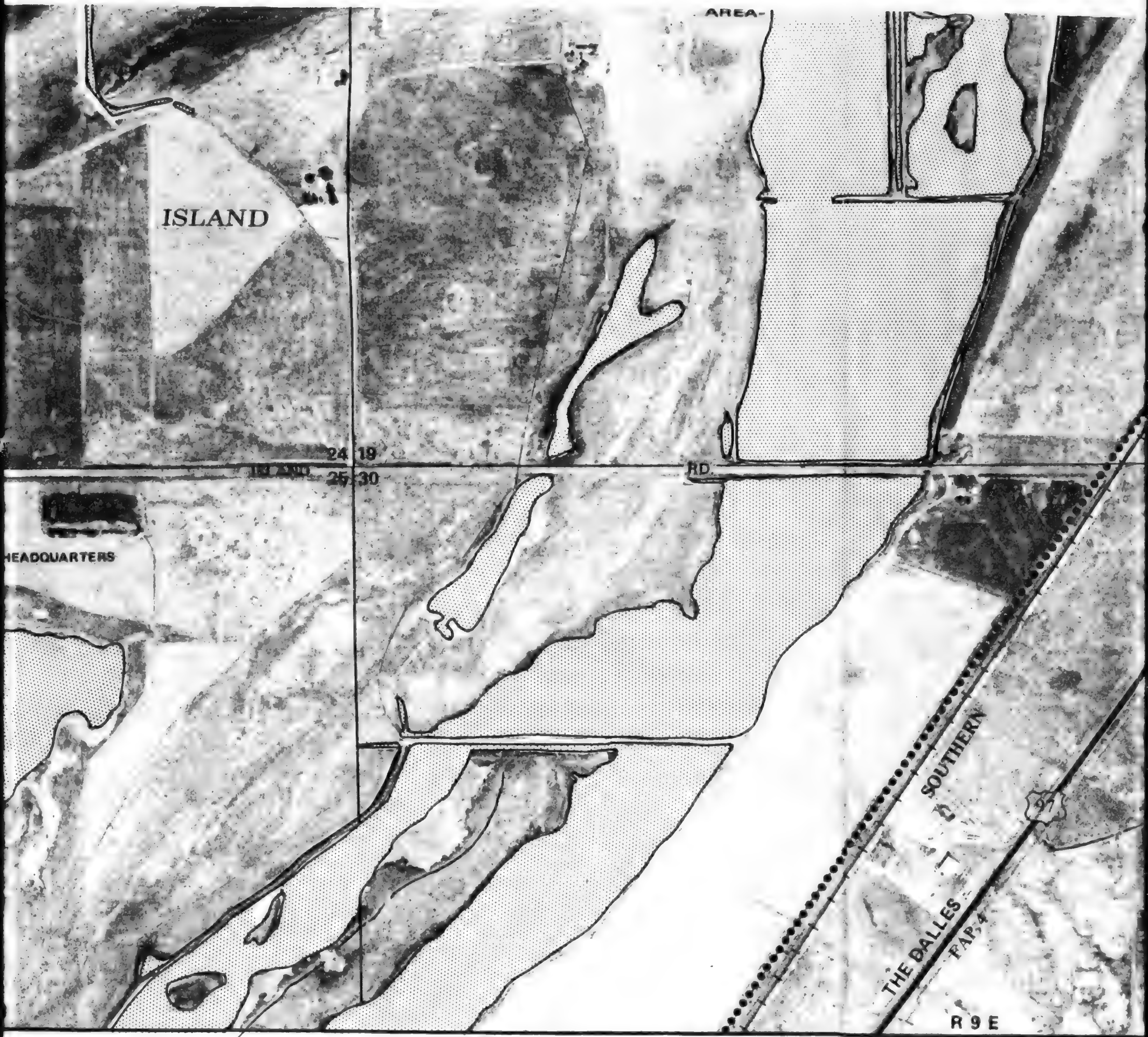

UHRMANN
7 8
18 17
RD
KLAMATH FALLS
Population 15,775
HWY.
BLVD.
CO.
FAP 4
R 9 E
(MATCH TO SHEET E)
WOCUS
D1
1972
SCALE 1" = 600 FEET
600
0
600
1200


KLAMATH
IS
23 24
26 25
MILLER
RD.
ISLAND
MILLER
HEADQUARTERS
LS
R 8 E
01

1972

E 1"= 600 FEET
00
1200
1800
2400 Feet

APPROVED APRIL 19, 1972

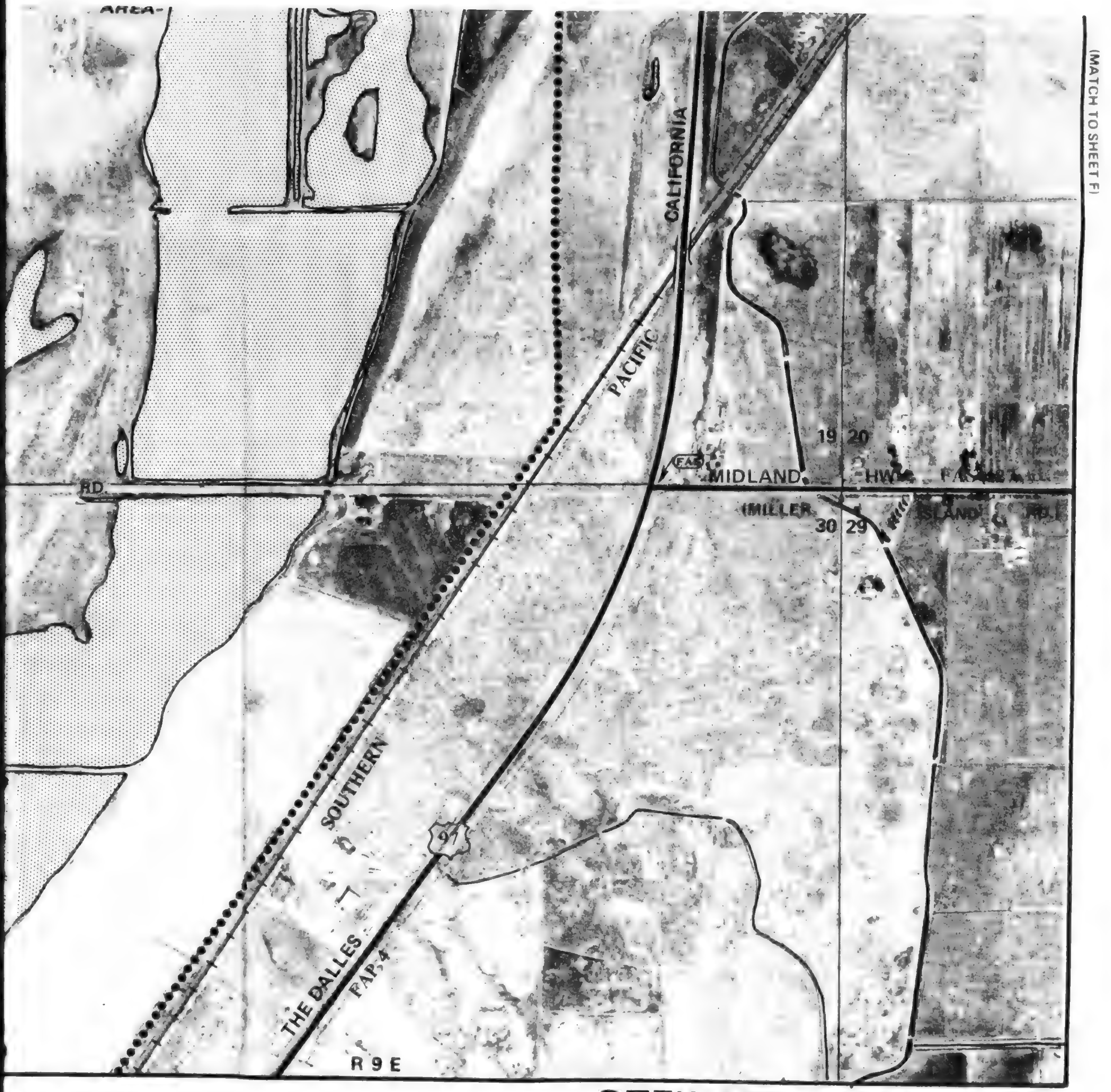

AREA-
ISLAND
24 19
ISLAND
RD.
25 30
HEADQUARTERS
SOUTHERN
THE DALLES
FAP 4
97
R9E

SUPPLEMENTAL SHEET D OF 8 MAP SH

APRIL 19, 1972

GENERAL HIGHWAY MAP

KLAMAT


AREA-
CALIFORNIA
PACIFIC
SOUTHERN
THE DALLES
FAP-4
97
RD.
FAS
MIDLAND
HWY
MILLER
ISLAND
RD
19
20
30
29
R9E
(MATCH TO SHEET F)

STEWART-LENNOX D2

SUPPLEMENTAL SHEET D OF 8 MAP SHEETS AND 7 SUPPLEMENTAL SHEETS

SHEET D

10,171

FAS 959
Klam Co

11-25-75

COUNTY OPTIONS

Approved for Closing

Klamath County Continued

South Side By-Pass Section

Number	Name	Consideration
48389	Batsell, Richard R. & Katherine A. Approved November 21, 1975	$ 100.00

RECEIVED
COUNTY & CITY SECTION
NOV 25 1975
☐ ENGR. ☐ COOR. ☑ LE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

S Side Bypass
FAS 959
Klam Co

RECEIVED
COUNTY & CITY SECTION
NOV 1[illegible] 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

A

COUNTY OPTIONS

Approved for Closing

KLAMATH COUNTY

South Side By-Pass Section

48392	The Bishop of the Protestant Episcopal Church	$ 817.00
	Approved April 4, 1975	
48401	Carson, Bessie L. ; Carpenter, Clarence E. & Isla C.	$ 250.00
48399	Howard, Roy; Tim Agard	455.00
48395	O'Brien, James J. & Virginia R.	850.00
48393	Axesl, Robert Daniel	602.00
	Approved April 25, 1975	$2,157.00
48402	Barron, Edward E. & Gwen C.	$ 621.00
48403	Howard, Roy	1,532.00
48390	Fields, Walter E. & Norma	8,500.00
48400	Howard , Roy	50.00
	Approved May 30, 1975	$10,703.00
48398	Howard, Roy	$ 5,558.00
	Approved June 6, 1975	
48394	Miller, Doris Anna Axel	$ 4,172.00
	Approved June 27, 1975	
48391	Johnson, William C. & Leta May	2,560.00
	Approved September 19, 1975	
48396	Booth, Anna G.	17,381.00
	Approved October 17, 1975	
48405	Fidelity Funding & Realization Co., Inc.	6,000.00
	Approved November 14, 1975	

S. Side Bypass
(FAS 959)
Klam Co

COUNTY OPTIONS

Approved for Closing

KLAMATH COUNTY

South Side By-Pass Section

48392	The Bishop of the Protestant Episcopal Church	$ 817.00
	Approved April 4, 1975	
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COUNTY & CITY SECTION
OCT 20 1975
☐ ENGR. ☐ COOR. ☑ UE ☒ AE ☐ UL
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

10,171

FORM 81-734-3030

K Falls Bypass
S. Side

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE: MAI 12-11

Bend, Oregon 97701
September 29, 1975

FROM: John E. Holcomb
Regional Traffic/Utility Engineer

TO: Memo to the Files

SUBJECT: Route 140
Southside By-pass
Klamath Falls-Lakeview Hwy.
Klamath County

By letter dated August 14, 1975, the Board of County Commissions of Klamath County requested that the South Side By-pass be designated as highway route Oregon 140 upon its completion.

Regional Engineer Carl M. Williams directs that this matter be made a condition of the County/City/State Maintenance Agreement for the South Side By-pass when the said agreement is drafted.

JEH:mr

enclosures

cc: Dave Fenton
L. E. George
Don Harwell Co. Cty

Don [illegible]

RECEIVED
COUNTY & CITY SECTION
SEP [illegible] 1975
☑ ENGR. ☐ COOR. ☑ CE ☐ AE ■ UC
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

BOARD OF COUNTY COMMISSIONERS

KLAMATH COUNTY OREGON

COUNTY COURTHOUSE - KLAMATH FALLS, OREGON

August 14, 1975

Carl M. Williams
Regional Engineer
Oregon State Highway Division
P.O. Box 1249
Bend, OR 97701

Dear Mr. Williams:

We have approved the suggested present routing changes of highways through the Klamath Falls area as documented by signing your letter of August 4, 1975. We do wish, however, to have this letter remain in the record with the following statement.

"We have approved the suggested present routing of Oregon No. 140, but believe this should be changed to the location of the South Side By-Pass upon its successful completion".

Sincerely yours,

BOARD OF COUNTY COMMISSIONERS

Lloyd Gift
Lloyd Gift, Chairman

Raymond P. Thorne
Raymond P. Thorne, Commissioner

Bryant Williams
Bryant Williams, Commissioner

RECEIVED
COUNTY & CITY SECTION
SEP 30 1975
☑ ENGR. ☐ COOR. ☐ CE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

ROE [✓ RE] RME [✓ RCE] FAE
RTE RECEIVED ENV.
RUE AUG 18 1975 RDE
RSO REGION 4 RBE
ASSIGNED Holcomb

10,171

KLAMATH COUNTY

Klamath County ~ Public Works Department

VETERANS MEMORIAL BUILDING — 503-882-2501 — KLAMATH FALLS, OREGON 97601

July 23, 1975

Mr. David S. Fenton
Regional Federal Aid Engineer
State Highway Division
P.O. Box 1249
Bend, Oregon 97701

Dear Mr. Fenton:

Enclosed is our application to include the westerly portion of the proposed South Side By-Pass in the F.A.S. System. Also enclosed are copies of vicinity and route maps.

F.A.S. funds in the amount of $401,000 have been accumulated toward construction of this route. Changing Federal Aid guidelines,including the new F.A.U. boundary, have placed these funds in jeopardy and it is imperative that this project be placed in the system as soon as possible.

The route has been under study for several years with alternate locations within the attached study area being considered. The proposed truck route, as recommended by citizens advisory committees and local officials, has "locked-in" the proposed route, but it will be necessary to complete an E.I.S report before making a final determination of the exact location.

A series of public informational meetings has recently been completed and results show the entire community 100% in favor of proceeding as rapidly as possible with this project. Traffic on South Sixth Street and truck congestion in the downtown area need immediate relief. We believe this is the most economical and feasible method of solving these problems.

A recent meeting was held with State officials and local citizens concerning this project. A proposed action plan and resume was officially presented at that time that would complete construction from State Highway 97 to State Highway 39 by the year 1980. Don Harwell and Carl Williams proposed that this application be submitted as rapidly as possible as the first step in this plan. We are presently scheduling additional meetings with Fred Klaboe, the State Transportation Committee and higher officials if necessary, to gain acceptance of the entire action plan as submitted at that time.

We greatly appreciate your interest and assistance in expediting the approval of this route as an inclusion in the F.A.S. System at the earliest possible date.

Very truly yours,

Lyle C. Smith

Lyle C. Smith
Director of Public Works

Cl

LCS:cr

Encl: 5

OREGON

Suggestions for data to be included in narrative report on an individual county road proposed for inclusion in the F. A. S. System

1. Description of Route:

   a. Length: Three (3) miles

   b. Location of termini: Westerly: Washburn Way, Johns Avenue intersection
   Easterly: Intersection of State Highways 140,97 and 66

   c. Topography traversed (mountains, rolling, etc.): Rolling to flat

   d. Vicinity map: see attached maps (2)

2. Was this route proposed for the FAS System at the time of the original submission? If deferred - why? This is the original submission for this route

3. General discussion of the area served:

   a. Population directly served (estimate): 25,000 plus all through east-west traffic.

   b. Communities served, directly or indirectly: Klamath Falls and the South Suburban area

   c. Basic economy of the area served (farming, industrial, logging, lumbering, mining, etc.): Farming, industrial, logging and lumbering

   d. Land classification (Department of Agriculture rating, if available, otherwise see County Agent): Area served has Class I - Class IV

   e. Social and recreational features (Grange Halls, schools, etc.): Golf course and near a cemetery

   f. Will improvement of the route encourage development of the area by making easily accessible additional high type land, stands of timber, etc.? Yes. It will encourage, improve and expand development of proposed and existing industrial areas.

cc FAS-1

g. Number of farms served directly: Six (6)

h. Will the road be used as school, mail, and milk routes? Yes.

4. Engineering features:

a. Existing alignment and gradients (include brief summary of the deficient sections): This is a proposed new route. No road exists.

b. Bridges on route - make particular note of any major structures: Three (3) One bridge over the Klamath River. One road interchange. One railroad bridge.

c. Railroad crossings - give name of railroad, type of crossing (by grade or separation), safety devices existing, and number of train movements per day for each. Particularly hazardous grade crossings should probably be commented upon:

Southern Pacific-grade separation - 21 train movements per day

Burlington Northern - grade separation- 14 train movements per day.

d. Surface type and condition: Proposed route. Constructed to F.A.S. standards

e. Cost of improvement for entire route and standards proposed: F.A.S. standards Estimate= $4,000,000.00

5. Traffic analysis:

a. Present ADT volume for route; also give maximum and minimum ADT volumes and where found on route: No present traffic. Estimated ADT = 3,000. Based upon 1974 area traffic count.

b. Does the route provide alternate service? For example: Is there another route available that the major portion of the traffic could use without serious inconvenience?

Yes. Existing alternate routes are overcrowded, inconvenient and need relief.

c. Estimate to future traffic -- discuss any unusual increase anticipated. Under this section should probably be included a discussion of any unusual growth that is considered a probability for the area served and the effect of such growth on future traffic volumes:

One termini is major access to the large mills in the area and the other termini is to the suburban area where the mill workers reside. The municipal airport and Kingsley Field Base is immediately south of the route. The Land Use Plan projects a reasonable estimate of a population growth of 8000 by 1990. Industrial growth will be centered in this area. A truck route, removing heavy commercial traffic from the downtown area will connect this route with the existing Klamath Falls industrial and commercial area. These factors will create a heavy traffic growth.

6. General summary and recommendations:

a. How does this route integrate with other FAS or State Highway routes in the immediate route? It is the westerly extension of FAU Route #2228 and connects to Major State Highway #97, #140 and #66.

b. Why do county officials regard this route as one of the "principal" county roads? South Sixth Street (State Highway) has a 1974 ADT of 25,000, is presently overcrowded and has no other reasonable means of relief. Large logging and commercial trucks are forced thru S. 6th Street and the downtown area. This route will integrate with a proposed truck route and provide a long-needed additional East-West route. Public officials have recognized this need for 15 years. Construction is long overdue. A series of public meetings have been held with everyone supporting this route. Documented support exists from County and City officials, truck route committee, Chamber of Commerce, Roads Advisory Committee, Downtown merchants, loggers, lumber companies, truckers and citizens.

c. What particular feature or features discussed in the report qualify this route for the FAS System? The importance of this route is based upon the projected functional useage and the reasons identified in item-6 b.

d. A brief statement on the number of miles of county roads now on the FAS System in relation to the total mileage on the county road system:

FAS = 258 miles

County Roads = 843 miles

e. A few remarks on the county's financial condition insofar as highways are concerned would be valuable here. The county's ability financially to improve and maintain is perhaps the principal prerequisite for additional mileage. In the writer's opinion, can the mileage now on the FAS System, including this route, be brought to an adequate state of improvement within a reasonable number of years (say - 15 years), taking into account all other financial obligations (maintenance, equipment, reserve, etc.)?

No problem. We presently expend about $700,000 annually for new construction and $1,000,000 for maintenance. Total Road Department Budget= $3,400,000. This will be a high priority route with proper improvement and maintenance allocated. In the writers opinion, the mileage on the FAS System, including this route, can be improved adequately within 10 years.

f. How does this route compare with other routes already accepted in the county with respect to traffic, social and recreational features, truck haul, etc.? (If this has been covered in general under 6-b, ignore this subparagraph.)

In respect to all features, this will probably be one of the most important routes in the County.

g. How much mileage now on the approved system is not in need of improvement for ten to fifteen years? The fact that the major portion of the system is in an adequate state of improvement is good support for additions to system.

245 miles

Sheet ___ of ___

F.A.S. Road No. _____

Johns Avenue-Washburn Way

~~MP~~/ Intersection to ~~MP~~/ Highways #97, #140, #66 Intersection

Width________ Type__________ Condition__________ A.D.T.__________

No existing route-- to be constructed to FAS Standards..

I. Topography
- ☐ Mountainous
- ☐ Canyon
- ☐ Small valley
- ☐ Large valley
- ☒ Rolling hills
- ☒ Flat
- ☐ ____________

II. Service
- ☒ Farm to market
- ☒ Log hauling
- ☒ Connecter route
- ☐ Interurban
- ☐ ____________

III. Type of Culture
- ☐ Urban residential
- ☒ Urban commercial
- ☒ Suburban
- ☐ Small farms
- ☐ Large farms
- ☐ Residential acreage
- ☒ Sparsely settled
- ☒ Proposed Industrial Area

IV. Usage of Adjacent Land
- ☐ Residential
- ☐ Timber
- ☒ Grazing
  - ☒ Sheep ☒ Cattle
- ☒ Dairy
- ☐ Grain products
- ☐ Diversified agriculture
- ☒ Waste lands
- ☐ Logged over land
- ☒ Industry

V. Construction of Present Road
- ☐ City street
  - ☐ Curbs ☐ No curbs
- ☐ Cut and fill
- ☐ Side hill
- ☐ Follows ground line
- ☐ Considerable variation in width
- ☒ Proposed Route--FAS Standards

VI. Alignment, Horizontal
- ☐ Continuous extreme curves
- ☐ Occasional extreme curves
- ☐ Easy curves
- ☐ Tangent
- ☐ Poor sight distance on curves
- ☒ Proposed Route--FAS Standards

VII. Alignment, Vertical
- ☐ Satisfactory
- ☐ Unsatisfactory

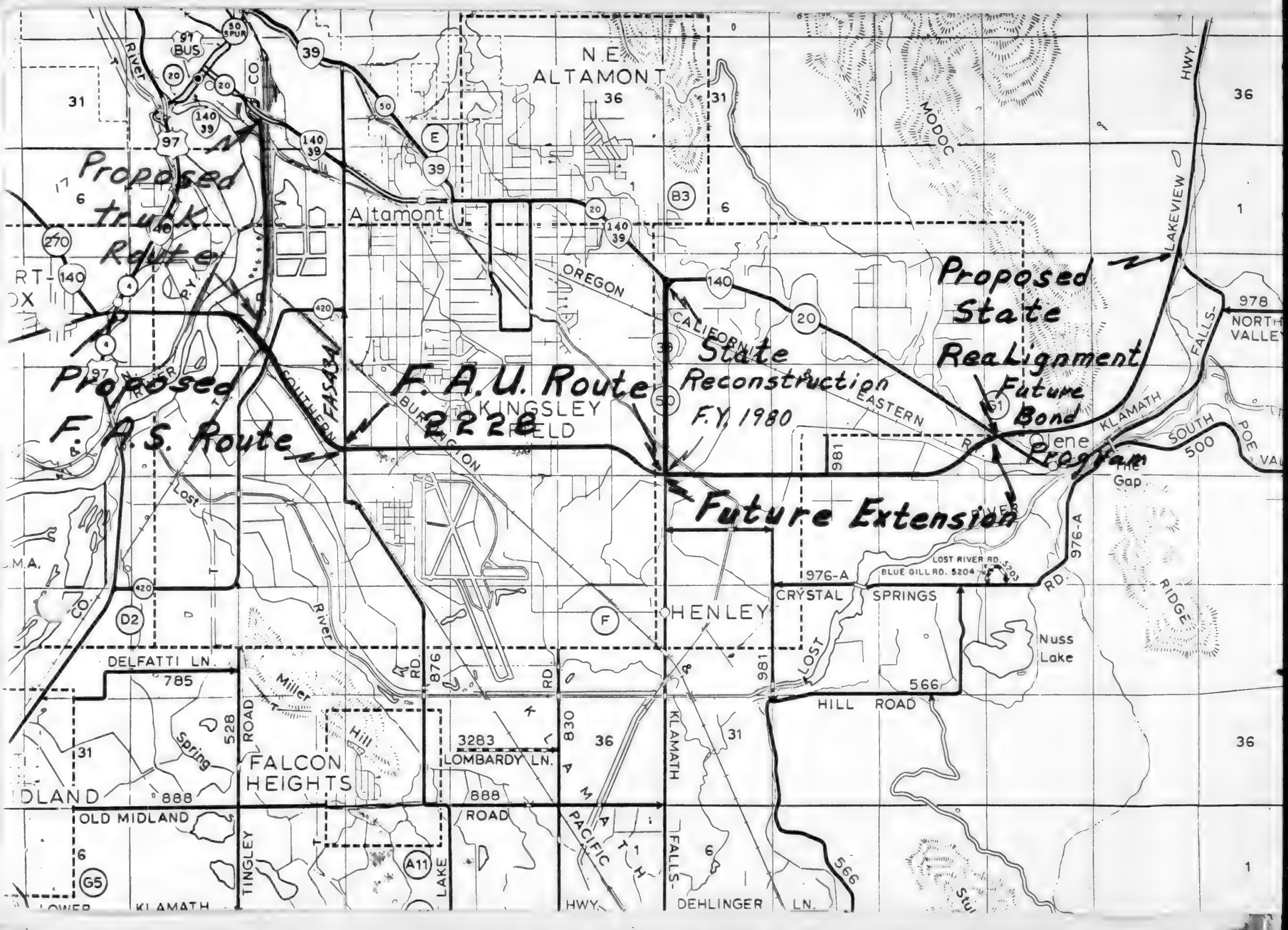
Maximum vertical grade
Proposed Route--FAS Standards

VIII. Improvement required for present use

A. Grade improvement
- ☐ None
- ☐ Widen roadbed
- ☐ Widen curves
- ☐ Relocate sections
- ☐ Reshape roadbed
- ☒ New Road

B. Surface improvement
- ☐ None
- ☐ Additional base material
- ☐ Additional crushed rock
- ☐ Oil mat
- ☐ Asphaltic concrete pavement
- ☒ New Road

General Remarks: FAS funds in the amount of $401,000 have been accumulated toward this project. It is an integral part of the overall transportation plan and it is essential that the route be designated on the FAS System to allow use of these funds. In addition to the FAS funds and matching money, the County is committing $1,600,000 toward construction within the FAU boundary to complete this route from State Highway #97 to State Highway #39 by the year 1980


Proposed truck Route
Proposed F. A. S. Route
F. A. U. Route 222e
FASA34
State Reconstruction F.Y. 1980
Future Extension
Proposed State ReaLignment
Future Bond Program
N.E. ALTAMONT
Altamont
KINGSLEY FIELD
HENLEY
CRYSTAL SPRINGS
FALCON HEIGHTS
OREGON
CALIFORNIA
EASTERN
SOUTHERN
BURLINGTON
MODOC
RIDGE
LAKEVIEW HWY.
FALLS-
NORTH VALLEY
SOUTH POE VAL
KLAMATH
The Gap
Olene
RIVER
Lost River
Miller Hill
Spring
Nuss Lake
LOST RIVER RD. 5203
BLUE GILL RD. 5204
976-A
976-A RD.
981
HILL ROAD
566
500
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DELFATTI LN.
785
528 ROAD
876 RD.
830 RD.
3283
LOMBARDY LN.
888 ROAD
OLD MIDLAND
TINGLEY
LAKE
KLAMATH FALLS-
DEHLINGER LN.
KLAMATH PACIFIC HWY.
LOWER KLAMATH
MIDLAND
97
91 BUS
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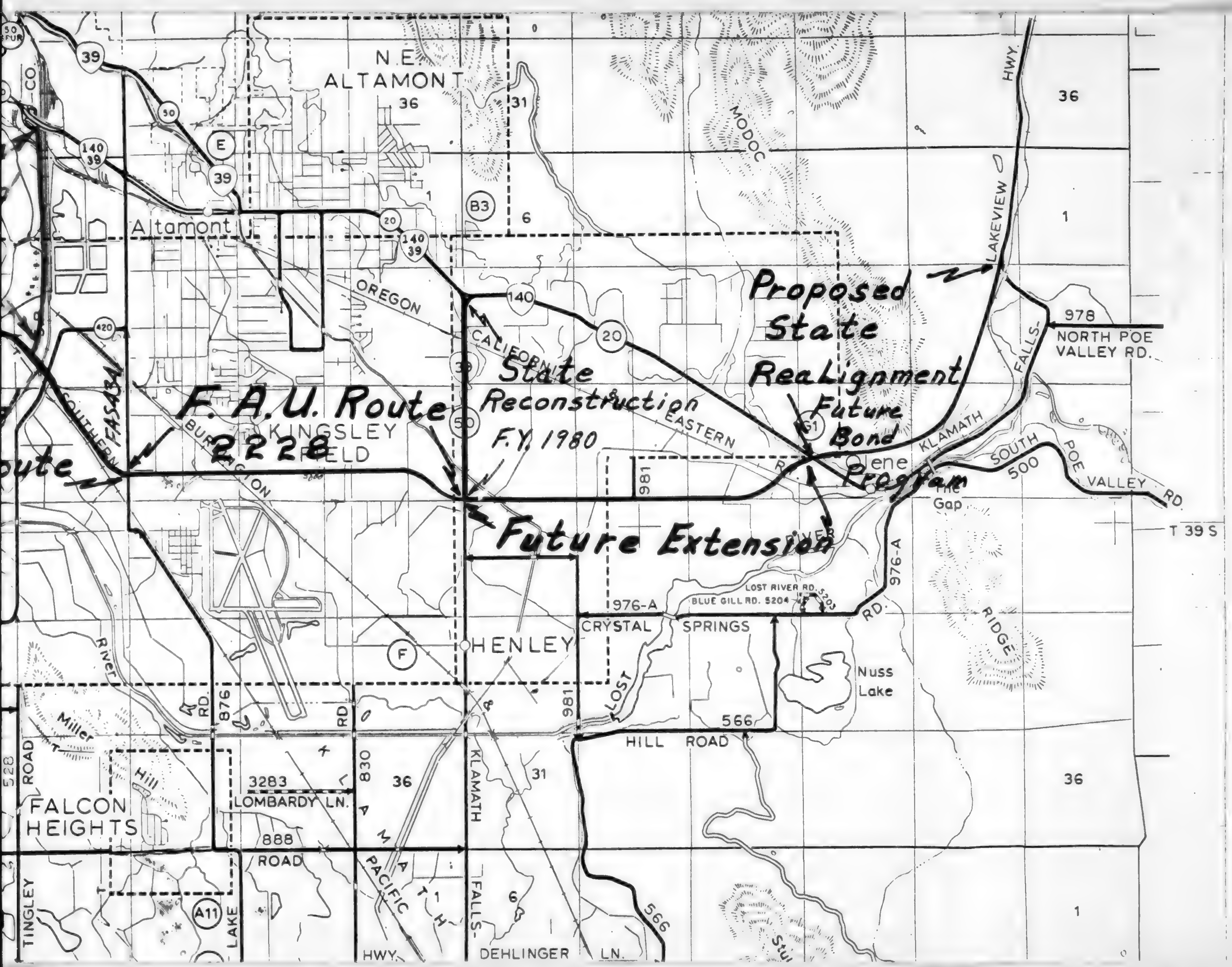
Proposed State ReaLignment
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Future Extension
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FAW

KLAMATH COUNTY
Klamath County ~ Public Works Department
VETERANS MEMORIAL BUILDING — 503-882-2501 — KLAMATH FALLS, OREGON 97601

July ~~10~~ 18, 1975

Mr. David S. Fenton
Regional Federal Aid Engineer
Oregon State Highway Division
P.O. Box 1249
Bend, OR 97701

Dear Mr. Fenton:

Enclosed is one (1) copy of your Federal Aid realignment map. As in the past, we have eliminated Airway Drive and added that portion of the South Side By-Pass between Homedale Road and Highway No. 39.

We officially request that this modification be made to the proposed Federal Aid Urban System as a Minor Arterial. The right-of-way is presently being purchased with the aid of your right-of-way section. Our South Side By-Pass proposal has been submitted and includes our intention to construct this section by fiscal year 1980.

The reclassification of roads and streets is based upon anticipated functional useage in 1980. We feel it is imperative that this change be made at this time to conform with all plans and with our written intent to complete this construction by 1980.

Very truly yours,

Lyle C. Smith
Director of Public Works

LCS:mc

7-18-75 Bob-Dick

This is a matter of
great importance to the
Klamath Co - City of K. Falls
people & we should attempt to
review their system & if
appropriate revise in accord.
They have requested a meeting
with Admin. soon as to further
the cause of State involvement.
Dan H.

RECEIVED
COUNTY & CITY SECTION
JUL 18 1975
☑ ENGR. ☐ COOR. ☐ GE ☒ AE ■ UE
☒ UPE ☒ CE ☒ RE ☑ RPE ☐

[illegible] Klam Co

S. Side Bypass
Klam Co

COUNTY OPTIONS

Approved for Closing

KLAMATH COUNTY

South Side By-Pass Section

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	Approved April 4, 1975	
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10,171

6-17-75

S Side Bypass
Klam Co

BOARD OF COUNTY COMMISSIONERS

IN AND FOR THE COUNTY OF KLAMATH, STATE OF OREGON

In the Matter of Designation of the)
Southside By-Pass as a throughway in)
Klamath County)

R E S O L U T I O N

WHEREAS, O.R.S. 374.420 (3) defines and states the purpose of a County Throughway, and

WHEREAS, O.R.S. 374.420 and O.R.S. 374.430 authorizes the Board of County Commissioners to designate a County Road as a "Throughway" by Resolution, and

WHEREAS, Klamath County deems it necessary, in the best interest of the public, to designate the following described County Road, known as the "Southside By-Pass" as a "Throughway", and thereby assumes the statutory right to restrict or limit easements of access, and

WHEREAS, the Board of Commissioners adopted a similar Resolution on June 4, 1975, but said Resolution mistakenly referred to incorrect Statutory definitions; now

THEREFORE, we do hereby rescind the Resolution dated June 4, 1975 and designate the Southside By-Pass County Road as a "Throughway" in accordance with O.R.S. 374.420 to 374.430, said By-Pass extending in an Easterly direction from the intersection of the existing John's Avenue and Washburn Way at approximately Engineer's Station 235+99 on the Southside By-Pass to the intersection of existing Airway Drive and the Klamath Falls-Malin Highway at approximately Engineer's Station 400+00 on the Southside By-Pass. Said Throughway shall be designed with limited access control.

Dated this 17th day of June, 1975.

KLAMATH COUNTY BOARD OF COMMISSIONERS

Loyd Gift Chairman of the Board

Raymond R. Thorne County Commissioner

Bryant Williams County Commissioner

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COUNTY & CITY SECTION
JUN 28 1975
☑ ENGR. ☐ COOR. ☑ UE ☒ AE ■ UE
☒ UPE ☒ CE ☑ RE ☑ RPE ☐

6-25-75
Copy to Keller - Brainerd
(for your info)

June 13, 1975

Mr. Lyle C. Smith, Director
Klamath County Public Works Department
Courthouse
Klamath Falls, OR 97601

RE: SOUTHSIDE BY-PASS
THROUGHWAY DESIGNATION

Dear Mr. Smith:

Thank you for the copy of the resolution dated June 4, 1975, to designate the Southside By-pass a throughway.

Our Right of Way Section has reviewed this resolution and determined that certain changes should be made to comply with appropriate ORS requirements.

The first paragraph refers to ORS 374.005 and ORS 374.010 and the last paragraph refers to ORS 374.010. These apply to a state highway rather than to a county road. The references should be to ORS 374.420(3) in the first paragraph and ORS 374.420 to 374.430 in the last paragraph.

Your previously requested change in the alignment on a portion of the by-pass makes the description attached to the resolution incorrect. A copy of said description showing the revisions is enclosed for your information.

In order to avoid this type of problem in the future, we suggest a general description including the limits of the throughway, such as the one used in the attached resolution form. If this revised form meets with the necessary approval, please have it signed by the Commissioners and return a fully executed copy to this office. You may need to take some action to rescind the prior resolution if the revised form is executed.

We have omitted the second paragraph since this reference is not needed in the resolution.

6-17-75
Return to me
DmH

☑ ENGR. ☐ ASST. ☐ OE ☑ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Another matter that may create problems, such as auditing procedures, is that the agreement and certain options are dated prior to the resolution. There is one deed of record which will be re-recorded if the new resolution is adopted.

Your early consideration of this matter will be appreciated, and if there are any questions, please let us know.

Very truly yours,

D N Harwell

D. N. Harwell
County-City Engineer

RK:DNH:mm

Encl.

cc: J. B. Boyd, att'n Ruth Keller
C. M. Williams, att'n Harold Brainard

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

LEGAL DESCRIPTION OF THE SOUTHSIDE BY-PASS, STATE HIGHWAY NO. 39 TO WASHBURN WAY

A strip of land lying within Sections 13, 14, 15 and 24, Township 39 South, Range 9 East, Willamette Meridian, Klamath County, Oregon, said strip being 100.00 feet wide, 50.00 feet on either side of the following described centerline:

Beginning at the Southeast corner of said Section 13; thence South 89°20'18" West, along the South boundary of Section 13 a distance of 519.28 feet; thence 837.38 feet along the arc of a 1311.97 foot radius curve to the right (the long chord of which bears North 72°22'37" West, 823.24 feet); thence North 54°05'31" West, 1239.92 feet; thence 897.37 feet along the arc of a 1400.00 foot radius curve to the left (the long chord of which bears North 72°27'16" West, 882.08 feet); thence South 89°10'58" West, 1365.61 feet; thence 349.63 feet along the arc of a 2000.00 foot radius curve to the right (the long chord of which bears North 85°48'33" West, 349.18 feet); thence North 80°48'04" West, 458.10 feet; thence 322.46 feet along the arc of a 2000.00 foot radius curve to the left (the long chord of which bears North 85°25'12" West, 322.11 feet); thence South 89°57'40" West, 1052.00 feet to a point on the centerline of Homedale Road, said point being North 00°07'49" East, 20.00 feet from the Southwest corner of the Northeast one quarter of the Southeast one-quarter of Section 14; thence North 89°36'39" West, 2669.36 feet, thence South 89°35'06" West, 1133.56 feet; thence 414.11 feet along the arc of an 8500.00 foot radius curve to the left (the long chord of which bears South 88°11'22" West, 414.07 feet); thence South 86°47'37" West, 448.04 feet; thence 617.60 feet along the arc of an 8500.00 foot radius curve to the right (the long chord of which bears South 88°52'30" West, 617.47 feet); thence North 89°02'36" West, 1378.37 feet to the centerline of Altamont Drive; thence North 89°04'58" West, parallel to and 50.00 feet Southerly from the South boundary of Altamont Small Farms, a duly recorded subdivision, a distance of 2686.52 feet to a point on the centerline of Washburn Way, said point being on the west boundary of Section 15, South 00°12'38"

West, 50.00 feet from the South one-sixteenth corner common to Sections 15 and 16, Township 39 South, Range 9 East, Willamette Meridian.

14-2 / #18

10,171

Klam Co
Co Rds, Gen'l

File: Co Rds Gen'l

KLAMATH COUNTY

Klamath County ~ Public Works Department

VETERANS MEMORIAL BUILDING — 503-882-2501 — KLAMATH FALLS, OREGON 97601

June 10, 1975

Mr. Donald N. Harwell
County & City Engineer
State Department of Transportation
405 State Highway Building
Salem, OR 97310

+ proposed truck file

Dear Don:

The "Big Move" on the South Side By-Pass is underway. Enclosed are brief minutes of two (2) recent, informal meetings and a resumē of our action plan. Local representatives of City, County, State, Chamber of Commerce, timber industry and citizen advisory committees are invited and ready for action. Another public meeting is scheduled next week to assure complete approval of the plan outlined in the resumē.

Please consider this as a formal invitation to attend a meeting to be held on Wednesday, June 25, 1975 in the Commissioners' Hearing Room at 7:30 P.M. The plan will be formally presented to you at that time. By copy of this letter and enclosures I am also inviting Carl Williams, Dave Fenton and John Gunter. Please bring the proper Federal and State officials that you wish to attend this meeting to hear an "offer that you can't refuse".

Please call me soon if this date is not satisfactory or if I can provide further information. Thank you.

Very truly yours,

Lyle

Lyle C. Smith
Director of Public Works

LCS:mc
Encl: Resumē
      Minutes

RECEIVED
COUNTY & CITY SECTION
JUN 11 1975
☑ ENGR. ☐ COOR. ☐ GE ☐ AE ☐ HE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

KLAMATH COUNTY

Klamath County ~ Public Works Department

VETERANS MEMORIAL BUILDING — 503-882-2501 — KLAMATH FALLS, OREGON 97601

SOUTH SIDE BY-PASS

Meeting of June 9, 1975

PERSONS PRESENT WERE: Alvin Cheyne, George Flitcraft, Charles Curtiss, Buz Larkin, Warren Sorenson, Larry Lindstrom, John Moehl, Aaron Abts, Kurt Schmidt, Fred Brenne, Lloyd Gift, Rick Cesar, Lyle Smith and Earl Kessler.

The attached resumē of the current Action Plan Proposal to locate, finance and schedule construction was presented to each person and discussed. Note error in date on page 2, item II. C. 3. This date is changed to read "fiscal year 1977-78". The method of financing and priority of the Truck Route and the easterly portion of the South Side By-Pass from Highway 39 to Olene was discussed. Majority opinion indicated that the Truck Route should be scheduled ahead of this "easterly leg", depending upon financing, and that a further study should be made, although this study did not affect the Action Plan as presented.

Two further meetings were scheduled. A public meeting will be held June 18, 1975 at 7:30 P.M. in the Commissioners' Hearing Room. All persons attending the last two (2) meetings, representatives of the trucking industry, Reames Golf and Country Club and other interested parties will receive written notice and the public will be invited via the news media. Buz Larkin will preside. The same resumē will be presented and further information received to make a formal presentation to the State Department of Transportation. This presentation will be made at a public meeting to be held June 25, 1975 at 7:30 P.M. in the Commissioners' Hearing Room. Larkin will again preside and all interested parties will be invited.

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June 9, 1975

Resumē of Current Action Plan Proposal to Locate, Finance and Schedule Construction of the Southside By-Pass.

I. Background Data

Assessment / Draft EIS ? A. Route location is established from Washburn Way easterly to Highway #39. County is purchasing this right-of-way. No Environmental Impact Statement needed as this is "grandfathered".

B. Location east of Highway #39 to Olene is not firm and this leg will be delayed until portion from Washburn Way to Highway #97 is firm. Environmental Impact Statement before right-of-way purchase. Proceed with this portion to obtain E.I.S. and right-of-way soon as westerly portion is set.

County $ C. County will purchase all right-of-way with no Federal Aid. Money is budgeted to complete all right-of-way purchase fiscal year 1975-1976 if corridor is approved by E.I.S.

D. County Roads Advisory Committee, Board of Commissioners and all interested parties and groups contacted to date in favor of "northerly route" from Washburn Way to clover-leaf at Highway #97 & 66. Need E.I.S. on this route- State to prepare - time estimate = 74 weeks - need citizen involvement, public information meetings, inter-disciplinary team representing soils, geology, noise, air, flora-fauna, river, railroad, etc., route documentation. Study of alternate routes to continue during E.I.S. phase. Truck Route Committee approved truck route connecting to Southside By-Pass west of Old Midland Road and running northerly to South Sixth Street. By-Pass necessary to make this route functional. Include truck route in E.I.S. study as it is a "package deal" that solidifies both routes and brings all entities together on both proposals.

County initiate

II. Action Plan - Location, Financing, Timetable - - Washburn Way to Highway #97.

A. Hold local meetings to determine 100% agreement on plans; hold meeting with State officials to gain their approval; proceed with E.I.S. requirements; acquire right-of-way.

Yes B. Final route location to be determined only after E.I.S. completed.

C. "Package" offer to State

1. State finances balance of segment from Highway #97 to Old Midland Road after County contributes present FAS funds and 3-Year borrow on FAS (total = $800,000^{\pm}$), with our 11% = $90,000. Total cost with bridge, road, railroad, overpass, truck route interchange = $4,000,000^{\pm}$. Additional impact on State = $3,200,000^{\pm}$.

$ dilema
State $ —
FA $ FASC / FAUS

2. County purchases all right-of-way. $250,000

3. County pays all construction cost, Old Midland Road to Highway #39. $1.6 million

Estimates = $1,600,000±. Cosntruction to begin fiscal year 1977-78 at rate of about one (1) mile per year. No Federal or State Aid.

4. County accepts jurisdiction of present State-maintained Highways: Washburn Way (South Sixth to Old Midland) and Old Midland Road, Washburn Way to Highway #97. + others, subject to review, agreements, etc.

5. Total County cost: Right-of-way = $250,000; Construction = $1,600,000; F.A.S. Matching funds = $90,000. Total = $1,940,000.

III. Need for Immediate Action

A. New F.A.U. boundary prohibits use of F.A.S. funds from Washburn Way to Highway #39.

B. F.A.S. funds have been saved for Southside By-Pass, but now in danger of being taken away if not committed to a project.

C. E.I.S. requirements will delay final corridor determination about 1 1/2 years.

D. South Sixth Street and Downtown Area need immediate traffic relief.

E. Will relieve about 2,400 A.D.T. over Klamath River Bridge on Highway #97.

Unified effort (Cty-Co)
Route application - assessment
Oreg. Transp. Comm. finance approval
6 yr. plan modify
270 govt. entities
EIS constraints - public hearings

Fed. Funding - Hwy Act
St. Funding - Line Item Budget

Hilgard
La Verne
no build

SOUTH SIDE BY-PASS

Meeting of June 5, 1975

Persons present were: Larry Lindstrom, City of Klamath Falls; Fred Brenne, Chamber of Commerce; Alvin Cheyne, Roads Advisory Committee; Bryant Williams, County Commissioner; John Gunter and Richard Steyskal, State Highway Division; Dorman Turner, Chamber Highway Committee; Earl Kessler and Lyle Smith, County Public Works Department.

The location west of Washburn was discussed and all present were in favor of the northerly route as recommended by the Roads Advisory Committee and the Board of Commissioners. The proposed truck route connecting to it west of Old Midland Road and running northerly to South Sixth Street was also unanimously approved.

Financing plans were discussed along with unit costs, FAU boundaries and FAS boundaries. Impact of the Oregon Action Plan and necessary local citizen input to a complete Environmental Impact Statement was discussed, including route documentation, interested parties, inter-disciplinary team, etc. It was unanimously agreed that it is essential to move the project as fast as possible to preserve committed FAS funds in the amount of $401,000. It was agreed that unanimous support of local interested groups, citizens, timber industry, etc. was necessary and that a unified proposal should be made as soon as possible to the State Department of Transportation for a financing "package".

A meeting was scheduled for June 9, 1975 to discuss the format for a meeting to present a "package plan" to state officials for their consideration, to develop an "interested parties" list and to obtain maximum citizen input aimed at documenting the necessary detail to being developing Environmental Impact data to study both this route and the proposed truck route. Representatives of the local timber industry will be invited to the June 9, 1975 meeting.

RECEIVED
COUNTY & CITY SECTION
JUN 11 1975
☑ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

10,171

COUNTY OPTIONS

Approved for Closing

KLAMATH COUNTY

South Side By-Pass Section

48392	The Bishop of the Protestant Episcopal Church	$ 817.00
	Approved April 4, 1975	
48401	Carson, Bessie L. ; Carpenter, Clarence E. & Isla C.	$ 250.00
48399	Howard, Roy; Tim Agard	455.00
48395	O'Brien, James J. & Virginia R.	850.00
48393	Axesl, Robert Daniel	602.00
	Approved April 25, 1975	$2,157.00
48402	Barron, Edward E. & Gwen C.	$ 621.00
48403	Howard, Roy	1,532.00
48390	Fields, Walter E. & Norma	8,500.00
48400	Howard , Roy	50.00
	Approved May 30, 1975	$10,703.00
48398	Howard, Roy	$ 5,558.00
	Approved June 6, 1975	

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COUNTY OPTIONS

Approved for Closing

Klamath County - South Side By-Pass Section

48392	The Bishop of the Protestant Episcopal Church	$ 817.00
	Approved April 4, 1975	
48401	Carson, Bessie L. :Carpenter, Clarence E. & Isla C.	$ 250.00
48399	Howard, Roy; Tim Agard	455.00
48395	O'Brien, James J. & Virginia R.	850.00
48393	Axel, Robert Daniel	602.00
		$2,157.00
	Approved April 25, 1975	
48402	Barron, Edward E. & Gwen C.	$ 621.00
48403	Howard, Roy	1,532.00
48390	Fields, Walter E. & Norma	8,500.00
48400	Howard, Roy	50.00
	Approved May 30, 1975	$10,703.00

RECEIVED
COUNTY & CITY SECTION
MAY 30 1975
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☐ UPE ☐ CE ☒ RE ☒ RPE ☐

CORRECTED

COUNTY OPTIONS

Approved for Closing

Klamath County - South Side By-Pass Section

48392	The Bishop of the Protestant Episcopal Church	$817.00

April 4, 1975

Jackson County - Bear Creek Greenway Section

48319-31	Jones, Rachel C.	1,250.00
48319-39	Gilman, Lester H. & Norma O.	500.00

April 11, 1975

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Klam Co
Co Rds

FORM 81 734 3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 13, 1975

FILE:

FROM: Adele L. Egan
Right of Way Office Manager

TO: H. G. Brainerd
Regional R/W Supervisor

SUBJECT: South Side By-Pass Section
County Road
Klamath County

Attached you will find one revised Exhibit A in sextuplet covering right of way to be acquired in connection with South Side By-Pass Section of a County Road in Klamath County.

This is a State-County Agreement Project and you are to use prefix 7967.

This description has been revised to include an Easement needed for the construction of an irrigation ditch.

Enclosed for your information is a copy of the Revision Request.

We are attaching three prints of a section of map 9B-12-8 covering this area and bearing our date of March 11, 1975.

File No.	Name	Area		
48393	Axel, Robert Daniel et al	parcel 1	0.25 ac.	
		2	0.07 ac.	ease

AC:jf
Enc. 1 Exhibit A

cc: Carl Williams-2 prints
Milner Mead-1 print
Frank Lowe
Title-1 print
Armand Riveness-Exhibit
Jim Dixon
Don Harwell

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COUNTY & CITY SECTION
MAR 14 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Bend, OR 97701
February 28, 1975

FROM: Joseph R. Stupfel
Right of Way Agent

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: Description Change
File 48393
South Side By-Pass Section
County Road
Klamath County

Attention: Floyd O. Scott
Right of Way Description Engineer

Attached is a map of a proposed change by Klamath County Engineers on File 48393. The 10' permanent easement for irrigation has been added to the file taking. A copy of a map and former taking description are attached.

JRS:eh

Attachments

cc J. B. Boyd
Earl Kessler, Klamath County

2 Versteeg ✓
A. Olson
Terpin
1 Scott L
Swenson
R. Olson
Trout

RECEIVED
MAR 4 - 1975
ROAD DESIGN SECTION

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Receiver Keep ☐
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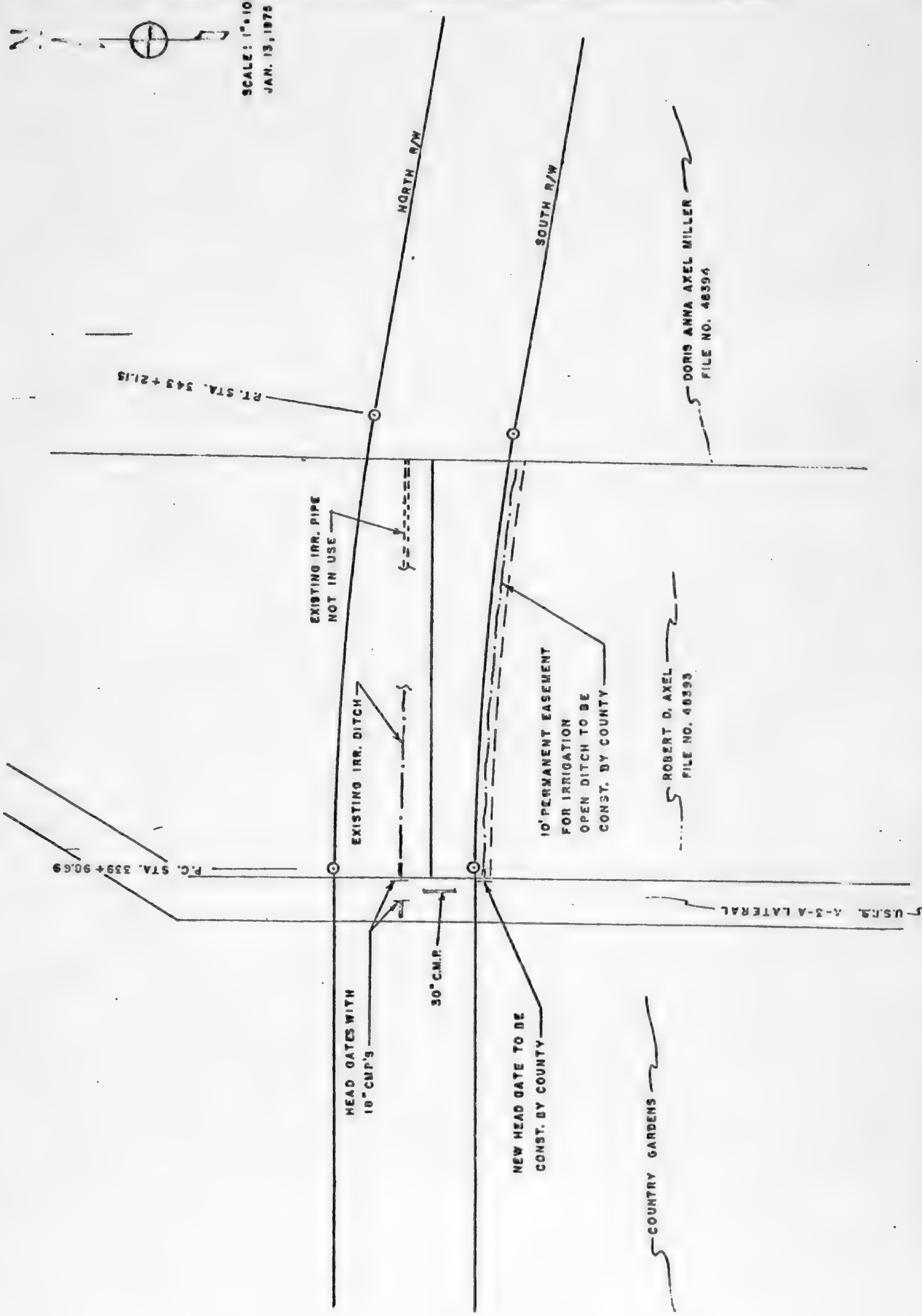
Desc revision and submitted to R/W 3-4-75
R Roundo



NORTH R/W
SOUTH R/W
P.T. STA. 343+21.15
P.C. STA. 339+90.69
EXISTING IRR. PIPE NOT IN USE
EXISTING IRR. DITCH
HEAD GATES WITH 18" CMP'S
30" C.M.P.
NEW HEAD GATE TO BE CONST. BY COUNTY
10' PERMANENT EASEMENT FOR IRRIGATION OPEN DITCH TO BE CONST. BY COUNTY
DORIS ANNA AXEL MILLER FILE NO. 48394
ROBERT D. AXEL FILE NO. 48393
U.S.R.S. A-3-A LATERAL
COUNTRY GARDENS

SCALE: 1"=10
JAN. 13, 1975

EXHIBIT A

File 48393
Robert Daniel Axel et al
HRS 12-16-74 9B-12-8

Survey Approval Project
Section: SouthSide By-Pass
Highway: County Road

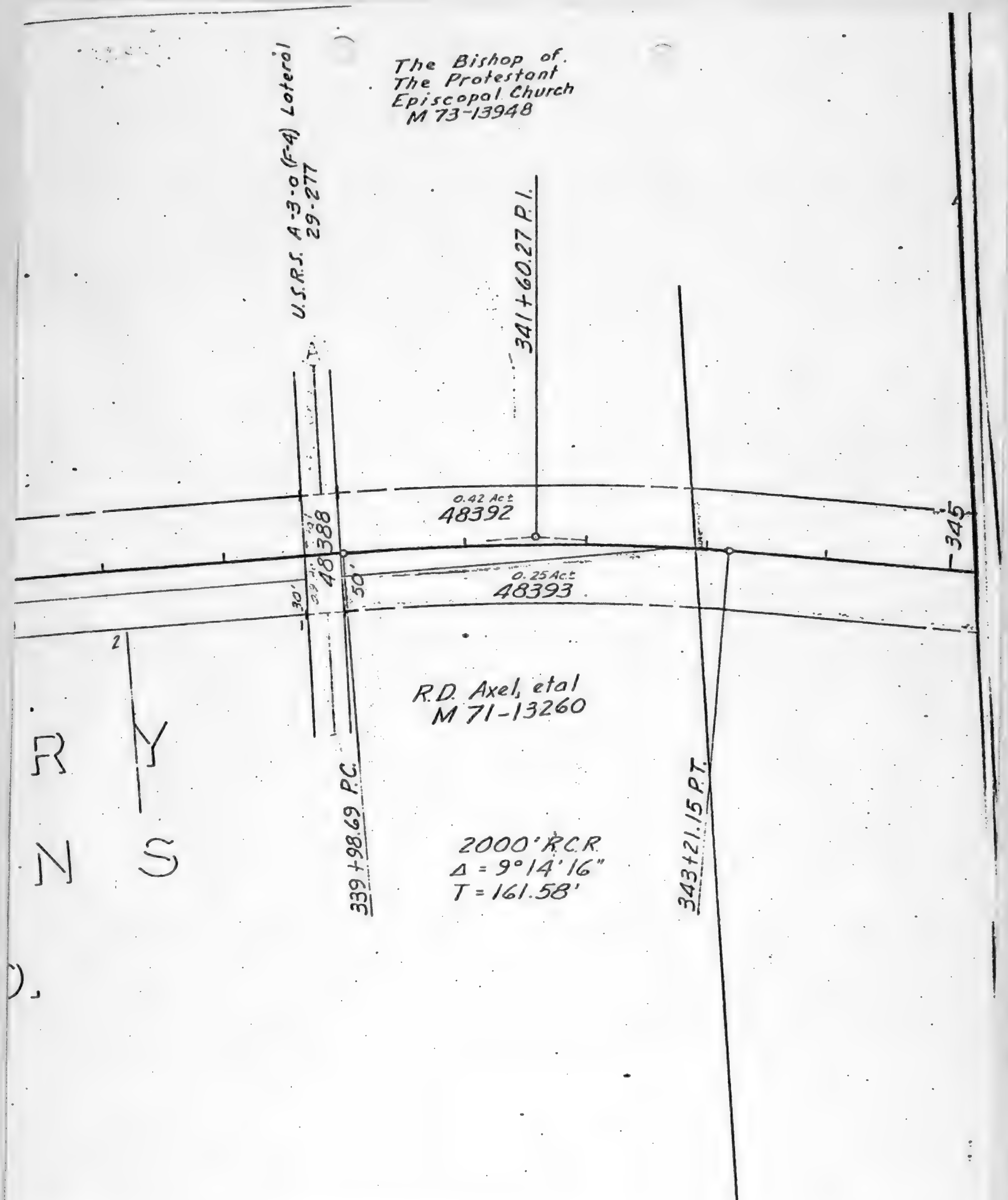
A parcel of land lying in the SE¼SE¼ of Section 14, Township 39 South, Range 9 East, W.M., Klamath County, Oregon and being a portion of that property described in that deed to Robert Daniel Axel et al, recorded in Book M-71, Page 13260 of Klamath County Record of Deeds; the said parcel being that portion of said property included in a strip of land 100 feet in width, 50 feet on each side of the center line of a County Road, which center line is described as follows:

Beginning at Engineer's center line Station 329+46.69, said station being 1407.15 feet North and 1325.54 feet West of the Southeast corner of Section 14, Township 39 South, Range 9 East, W.M.; thence North 89° 57' 40" East 1052 feet; thence on a 2000 foot radius curve right (the long chord of which bears South 85° 25' 12" East) 322.46 feet; thence South 80° 48' 04" East 458.10 feet; thence on a 2000 foot radius curve left (the long chord of which bears South 85° 48' 33" East) 349.62 feet; thence North 89° 10' 58" East 871.13 feet to Engineer's center line Station 360+00.

The parcel of land to which this description applies contains 0.25 acre, more or less.

ba/

NOTE: Access completely restricted.


The Bishop of
The Protestant
Episcopal Church
M 73-13948
U.S.R.S. A-3-0 (F-4) Lateral
29-277
341+60.27 P.I.
0.42 Ac±
48392
48388
30'
50'
0.25 Ac±
48393
345
2
R.D. Axel, etal
M 71-13260
R
Y
N
S
339+98.69 P.C.
343+21.15 P.T.
2000' R.C.R.
Δ = 9°14'16"
T = 161.58'

P/ 10,171

Klam Co
Co Rds

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 23, 1974

FILE:

FROM: Adele L. Egan
Right of Way Office Manager

TO: H. G. Brainerd
Regional R/W Supervisor

SUBJECT: South Side by-Pass Section
County Road
Klamath County

Attached you will find 18 original Exhbit A's in sextuplet covering right of way to be acquired in connection with the South Side by-pass Section of a County Road in Klamath County.

This is a State County agreement and you are to use prefix 7967.

Please appraise, complete Relocation computation and negotiate.

We have enclosed 18 blank option forms from which you may select the clauses which apply to this project.

Enclosed for your information are copies of the Authorization List and Mr. Scott's letter of December 16, 1974.

The file numbers, names and areas are listed on the attached sheet.

RECEIVED
COUNTY & CITY SECTION
DEC 24 1974
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ■ UE
☑ UPE ☐ CE ☒ RE ☒ RPE ☐

AC:ks
Enc. 18 Exhibits, etc.

cc: Carl Williams
Milner Mead
Frank Lowe
Title
Armand Riveness
H. S. Cox
Jim Dixon

File No.	Name	Area
48388	United States of America	0.9 acre
48390	Walter E. & Norma J. Fields	0.4 acre
48391	Leta May Johnson	1.2 acres
48392	The Bishop fo the Protestant Episcopal Church	0.42 acre
48394	Doris Anna Axel Miller et al	1.72 acres
48395	Frank D. & Marlene R. Bell	0.19 acre
48396	Ana G. Booth et al	3.85 acres
48397	Alton A. & Grace Short	3.05 acres
48398	Roy Howard et al	2.2 acres
48399	Roy Howard et al	0.08 acre
48400	Roy Howard	504 sq. ft.
48401	Bessie L. Carson	0.01 acre
48402	Edward E. & Gwen C. Barron	0.1 acre
48403	Roy Howard & Ruth Oxley et al	0.27 acre
48404	Robert B & Virginia E. Hopkins	0.23 acre
48405	Fidelity Funding & Realization Co.	4.1 acres
48393	Robert Daniel Axel et al	0.25 acre
48389	Richard R. & Katherine A. Batsell	

Tra 7-4-1
K. Falls

Salem, Oregon
December 16, 1974

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
Building

South Side by-Pass Section
County Road
Klamath County

Attached are 18 descriptions and an authorization covering Right of Way for the subject Klamath County project.

These descriptions, Right of Way Map 9B-12-8 and Sketch Map for File 43405 were prepared in conformance with the Right of Way Services Agreement dated October 21, 1974.

Preliminary copies of the descriptions and maps were approved by Mr. Earl Kessler, Assistant Engineer for Klamath County, by telephone December 12, 1974.

BY:
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

cc: Mr. Harold Brainerd

L Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
DEC 16 1974
ROAD
DESIGN
SECTION

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Co Rds
Klam Co

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 5, 1974

Mr. Earl Kessler
Assistant Engineer
Klamath County Courthouse
Klamath Falls, Oregon 97601

Dear Sir:

Attached is a print of R/W map 9B-12-8 and copies of our right-of-way descriptions for the South Side By-Pass project as you requested by telephone recently.

Also attached are copies of pages from our Technical Bulletin 19 (Manual of Instructions) which indicate the material required for the preparation of right-of-way descriptions (Pages 55, 56 and 57) and the survey data and information required to be shown on the location detail map (Pages 64 through 67). The detail map is the base map we use to make our right-of-way tracing. This is the type of information we should have to prepare descriptions and maps for a project.

We hope our map and descriptions are satisfactory and, if so, they can be submitted to our Right-of-Way Section for processing immediately.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

Floyd O. Scott
Floyd O. Scott
Right of Way Descriptions Engineer

FOS:jh
cc: Harold Brainerd
H. S. Cox

RECEIVED
COUNTY & CITY SECTION
DEC 6 1974
☑ ENGR. ☑ COOR. ☑ UE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

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Tra 7-4-1
K. Falls

J. B. Boyd
Right of Way Engineer

November 15, 1974

C. W. Head
Commission Services

MISC. CONTRACTS and
AGREEMENTS No. 5131

Attached for further handling are two copies of an agreement (one conformed) with Klamath County concerning construction of a South Side Bypass.

It is my understanding that you will transmit a copy of this agreement to Klamath County. We have retained a fully executed copy of this agreement for the Transportation Commission's files.

MISC. CONTRACTS and
AGREEMENTS No.

fkn
Att.

1a 1-2-1
Klamath Falls
S.P.

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

DATE October 18, 1974

TO H. Versteeg
Attn Floyd Scott

FROM John R. Oakes
John Oakes
Assistant R/W Engineer

SUBJECT Klamath County
South Side By-Pass Route

Attached find maps and legal descriptions submitted by Klamath County.

Please check the legal descriptions and assign file number. Prepare Right of Way map.

Use prefix 7967.- 909

JRO:mkk

NOTED
FLOYD O. SCOTT
10-18-74

Agreement with Klamath Co. requires preparation of map and descriptions + acquisition.

2 Versteeg ✓
A. Olson
Tarpin
1 Scott S
Swenson
R. Olson
Trout

RECEIVED
OCT 18 1974
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
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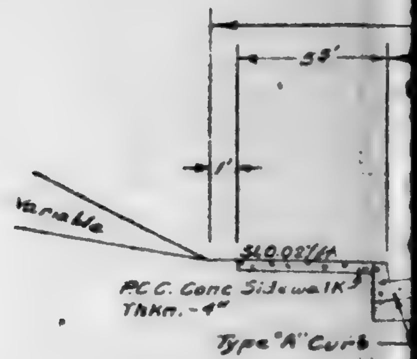
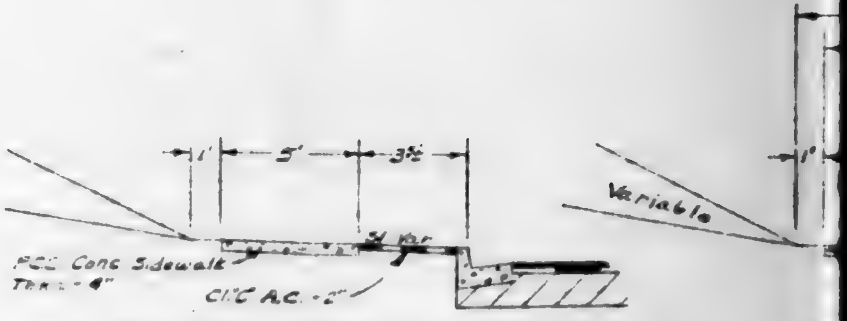

55'
1'
Variable
S=0.02'/ft
P.C.C. Conc Sidewalk
Thkn. - 4"
Type "A" Curb

TYPICAL SECTIONS
S. 6TH St Eastside Bypass (Klamath Falls)
F.A.U.S. 2298 (Shasta Way)
Klamath County
March 1977


1'
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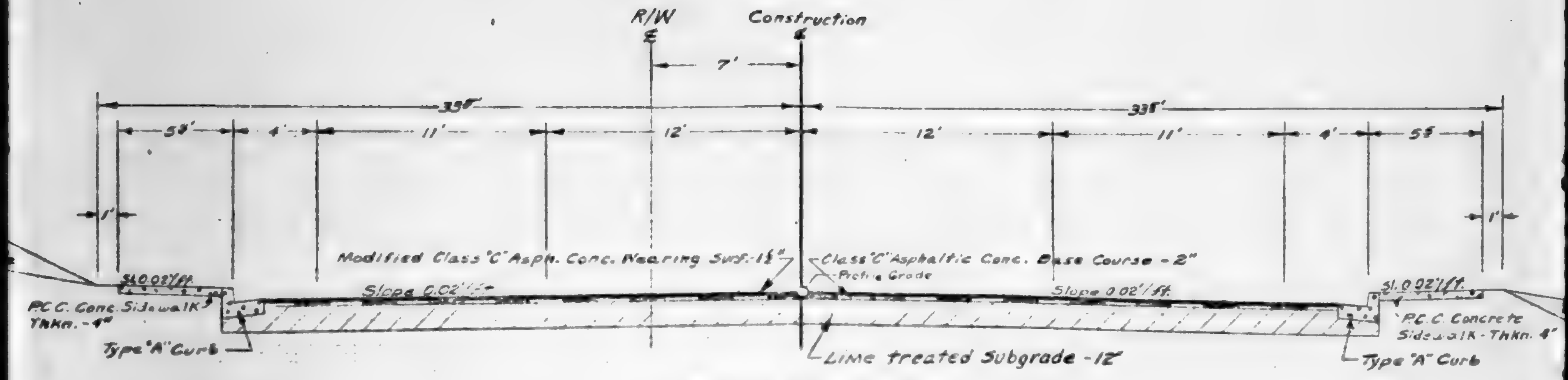
S=Var.
P.C.C. Conc Sidewalk
Thkn. - 4"
Cl."C" A.C. - 2"
1'
Variable

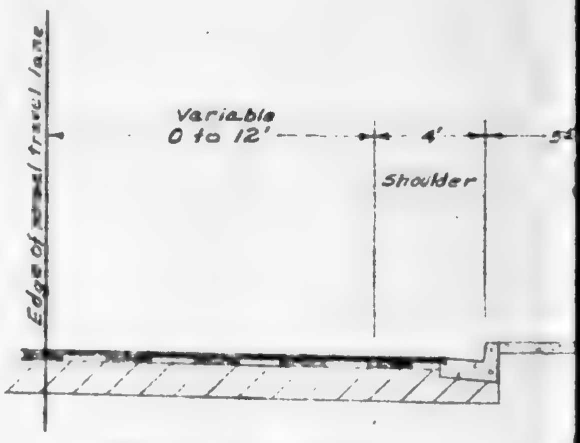
P.C.C. Conc. Side walk
Sta. 2+20 - 3+08 Lt.
Sta. 3+40 - 3+55 Lt.
Sta. 6+52 - 7+70 Lt.

Class "C" A.C.
Sta. 2+20 - 3+08 Lt.
Sta. 3+40 - 7+70 Lt.

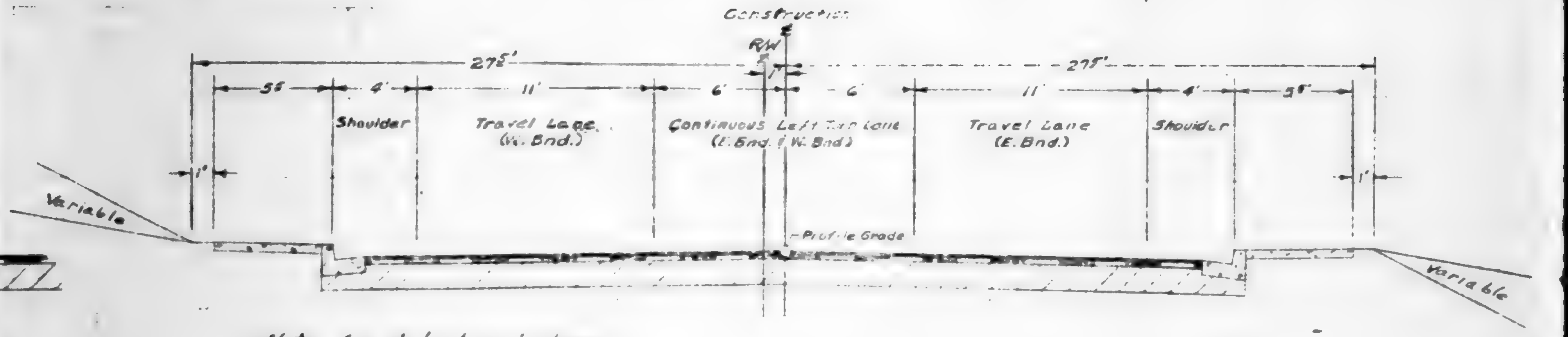

R/W
℄
Construction
℄
7'
33.5'
33.5'
5.5'
4'
11'
12'
12'
11'
4'
5.5'
1'
1'
Modified Class "C" Asph. Conc. Wearing Surf.-1½"
Class "C" Asphaltic Conc. Base Course - 2"
Profile Grade
Sl. 0.02'/ft.
Slope 0.02'/ft.
Slope 0.02'/ft.
Sl. 0.02'/ft.
P.C.C. Conc. Sidewalk Thkn. - 4"
P.C.C. Concrete Sidewalk - Thkn. 4"
Type "A" Curb
Type "A" Curb
Lime treated Subgrade - 12"

Sta. 15+70 to Sta. 33+80

Sta. 33+80 to Sta 35+00 (Taper Section)

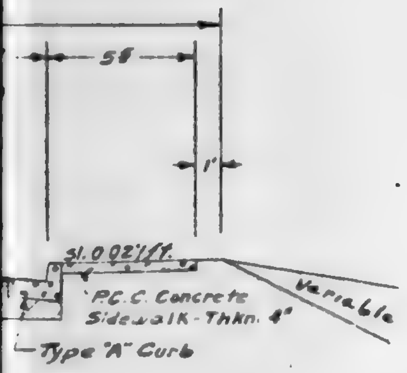

Edge of normal travel lane
Variable
0 to 12'
4'
5.5
Shoulder

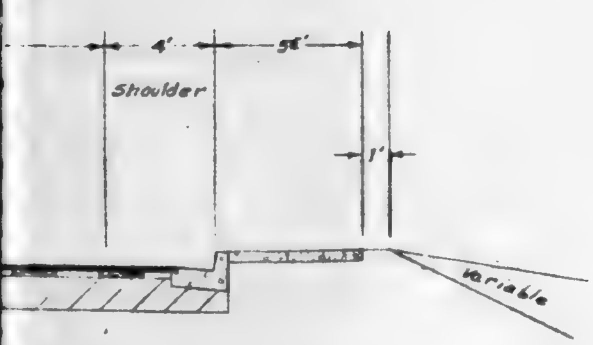
Right Turn Lane
See Plan for locations


Construction
℄
R/W
℄
27.5'
27.5'
5.5
4'
11'
6'
1'
6'
11'
4'
5.5'
Shoulder
Travel Lane (W. Bnd.)
Continuous Left Turn Lane (E. Bnd. & W. Bnd.)
Travel Lane (E. Bnd.)
Shoulder
1'
1'
Variable
Variable
Profile Grade

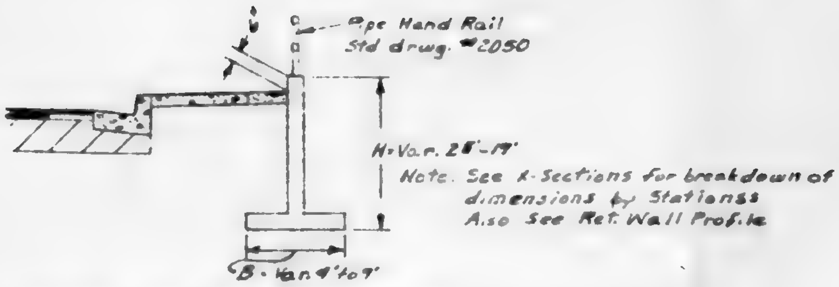
Note: for details not shown
see section above

Sta. 2+20 to Sta. 15+10
Sta. 35+00 to Sta. 52+64 Note: Sta 47+33± to 48+03± Structure


5'8"
1'
S1.0 02'/ft.
P.C.C. Concrete
Sidewalk - Thkn. 4"
Variable
Type "A" Curb


4'
5'8"
Shoulder
1'
Variable

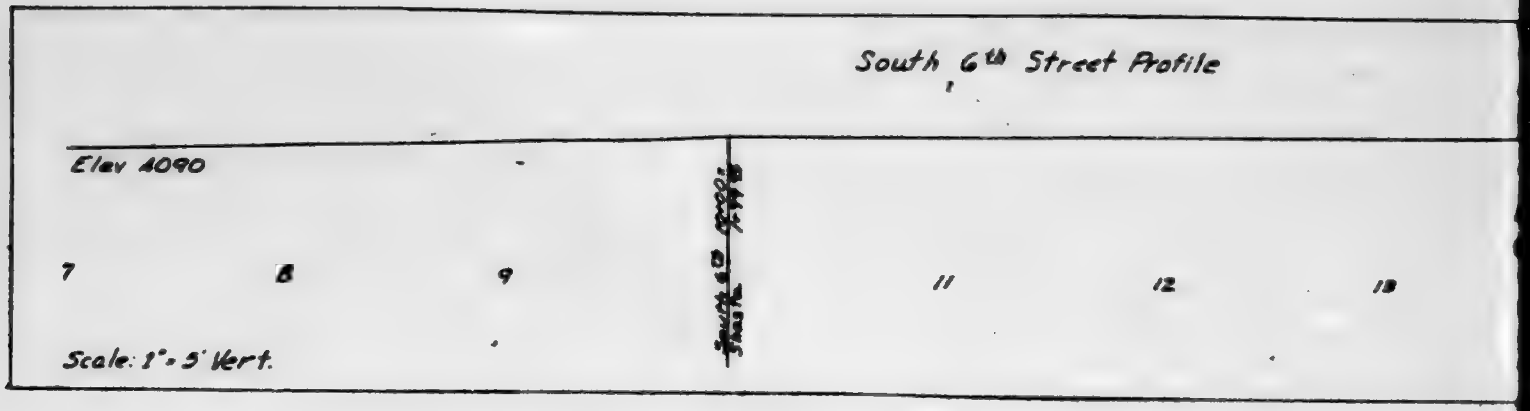
n Lane
locations

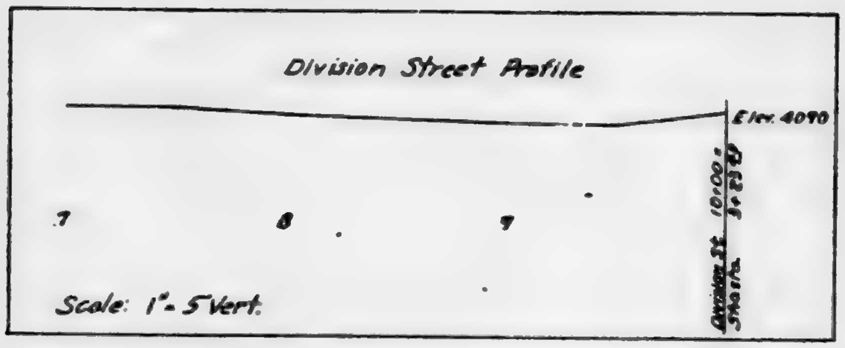

Pipe Hand Rail
Std drwg. #2050
H=Var. 28'-19'
Note. See X-Sections for breakdown of
dimensions by Stations
Also See Ret. Wall Profile
B = Var. 4' to 9'

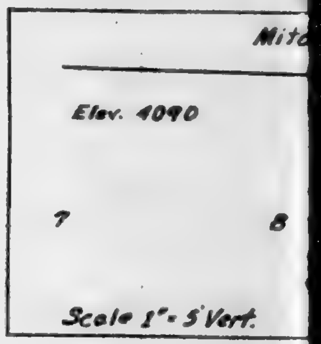
Retaining Wall Detail (Drwg. #21052 Type 'G')

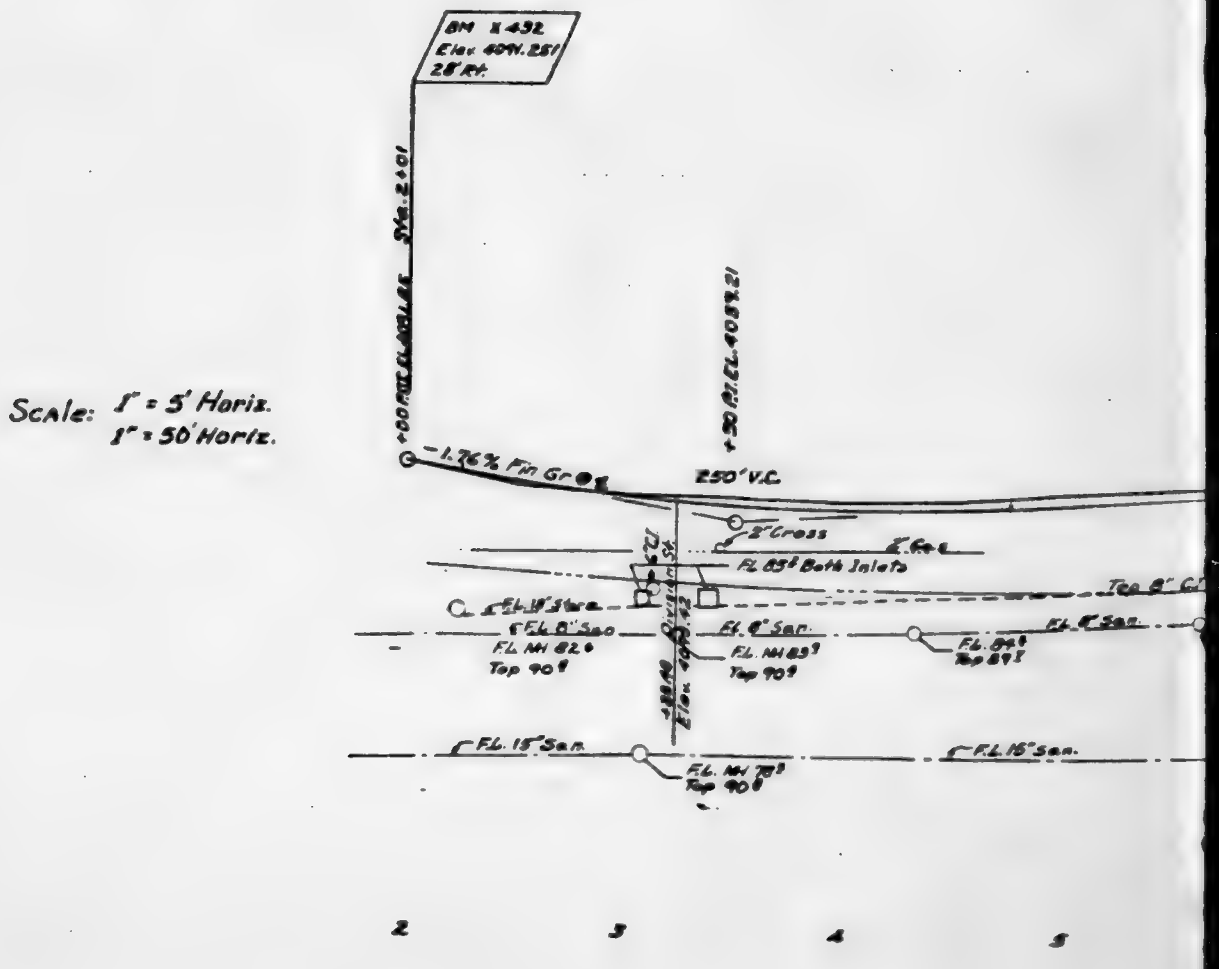
Sta. 38+36 Sta. 39+74 Lt.
Sta. 38+68 - Sta. 40+75 Rt
Sta. 40+10 - Sta. 47+00 Lt.
Sta. 44+58 - Sta. 46+08 Rt.

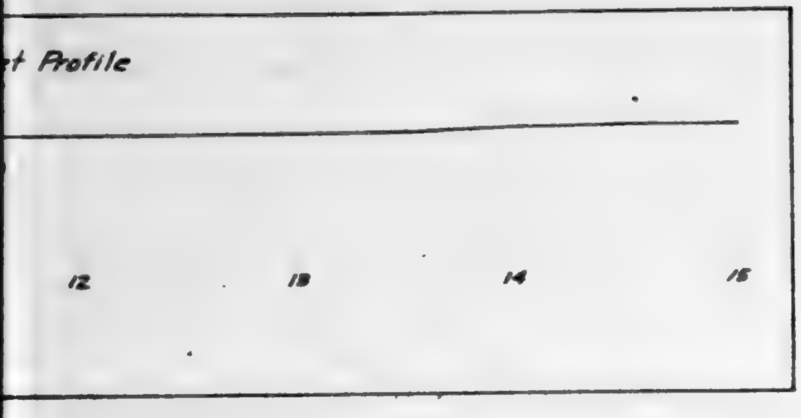
OREGON STATE HIGHWAY DIVISION
PROFILE
SOUTH SIXTH STREET-EASTSIDE BYPASS
SHASTA WAY-(Klamath Falls)
F.A.U.S. 2298
KLAMATH COUNTY
MARCH 1977


South 6th Street Profile
Elev 4090
Scale: 1" = 5' Vert.

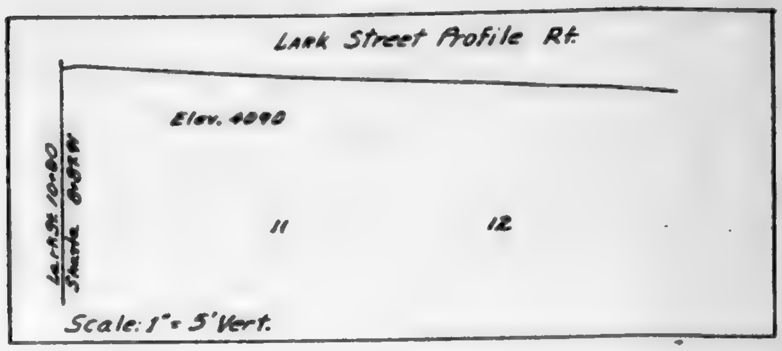

Division Street Profile
Elev. 4090
7
8
9
Scale: 1" - 5' Vert.


Mitc
Elev. 4090
7
8
Scale 1" = 5' Vert.

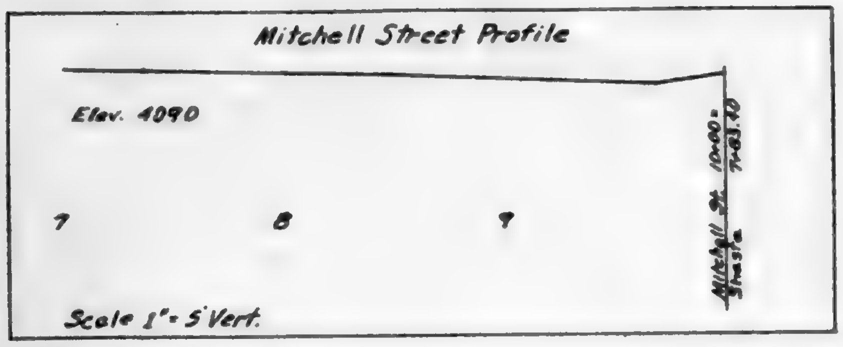

BM X 432
Elev. 4091.251
28' Rt.
Sta. 2+01
+50 P.I. EL. 4089.21
Scale: 1" = 5' Horiz.
1" = 50' Horiz.
-1.76% Fin Gr @ ℄
250' V.C.
2" Cross
2" Gas
F.L. 85± Both Inlets
Top 8" C.I.
F.L. 18" Strm.
F.L. 8" San
F.L. MH 82±
Top 90±
F.L. 8" San.
F.L. MH 83±
Top 90±
F.L. 84±
Top 89±
F.L. 8" San.
Division St.
Elev. 4090.42
F.L. 15" San.
F.L. MH 78±
Top 90±
F.L. 15" San.
2
3
4
5



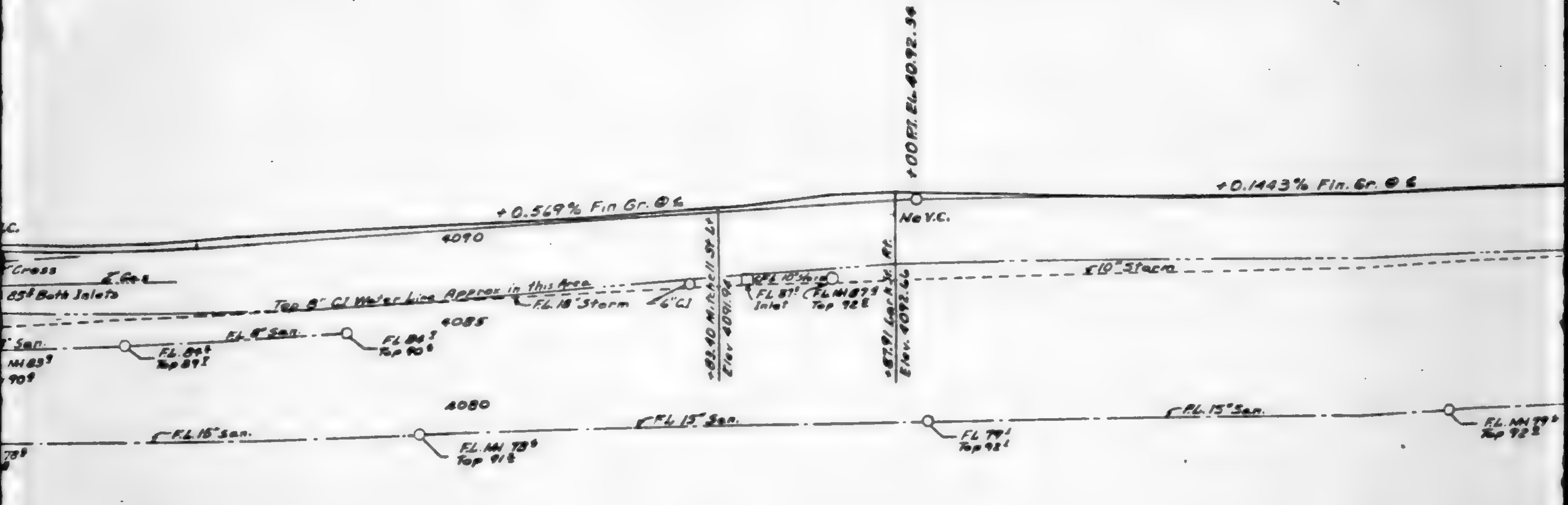
t Profile



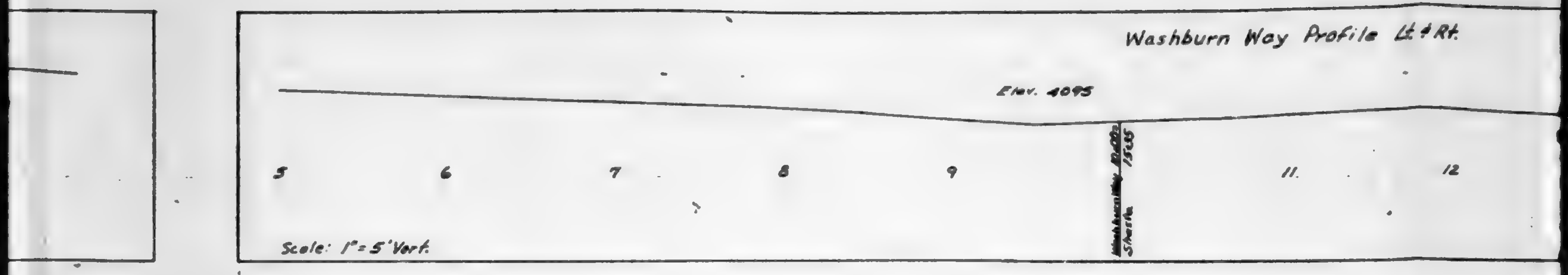
Lark Street Profile Rt.
Elev. 4090
Lark St. 10+00
Shasta 0+87.11
11
12
Scale: 1" = 5' Vert.

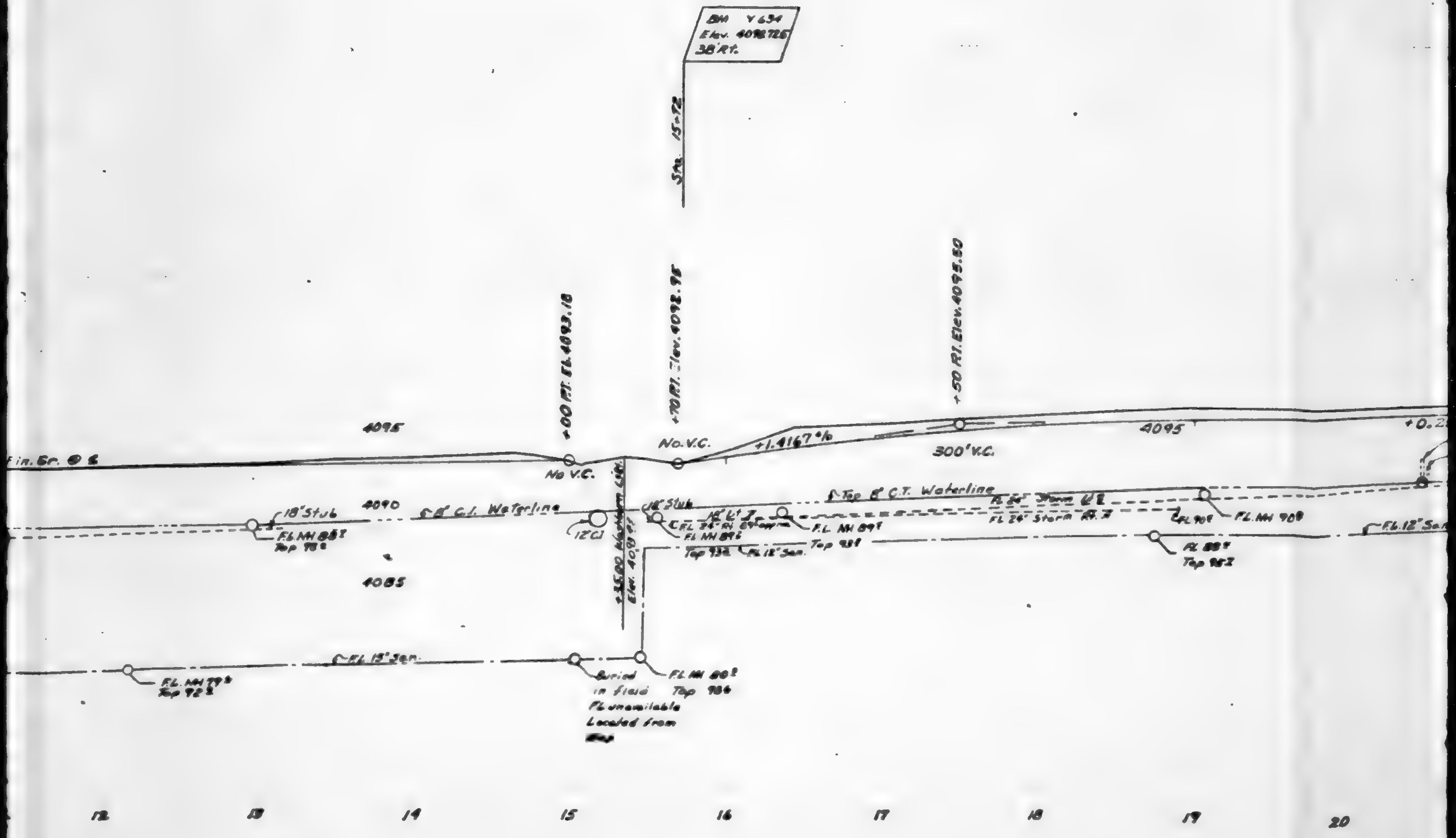


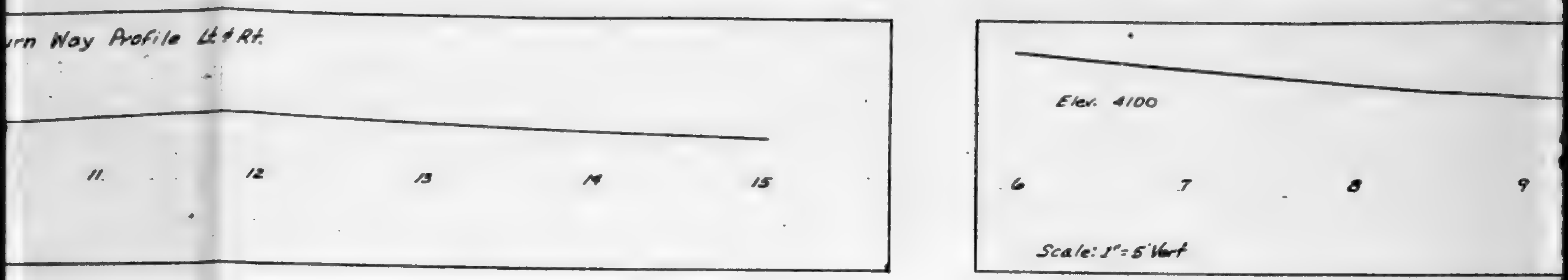
Mitchell Street Profile
Elev. 4090
7
8
9
Mitchell St. 10+00 =
Shasta 7+83.10
Scale 1" = 5' Vert.



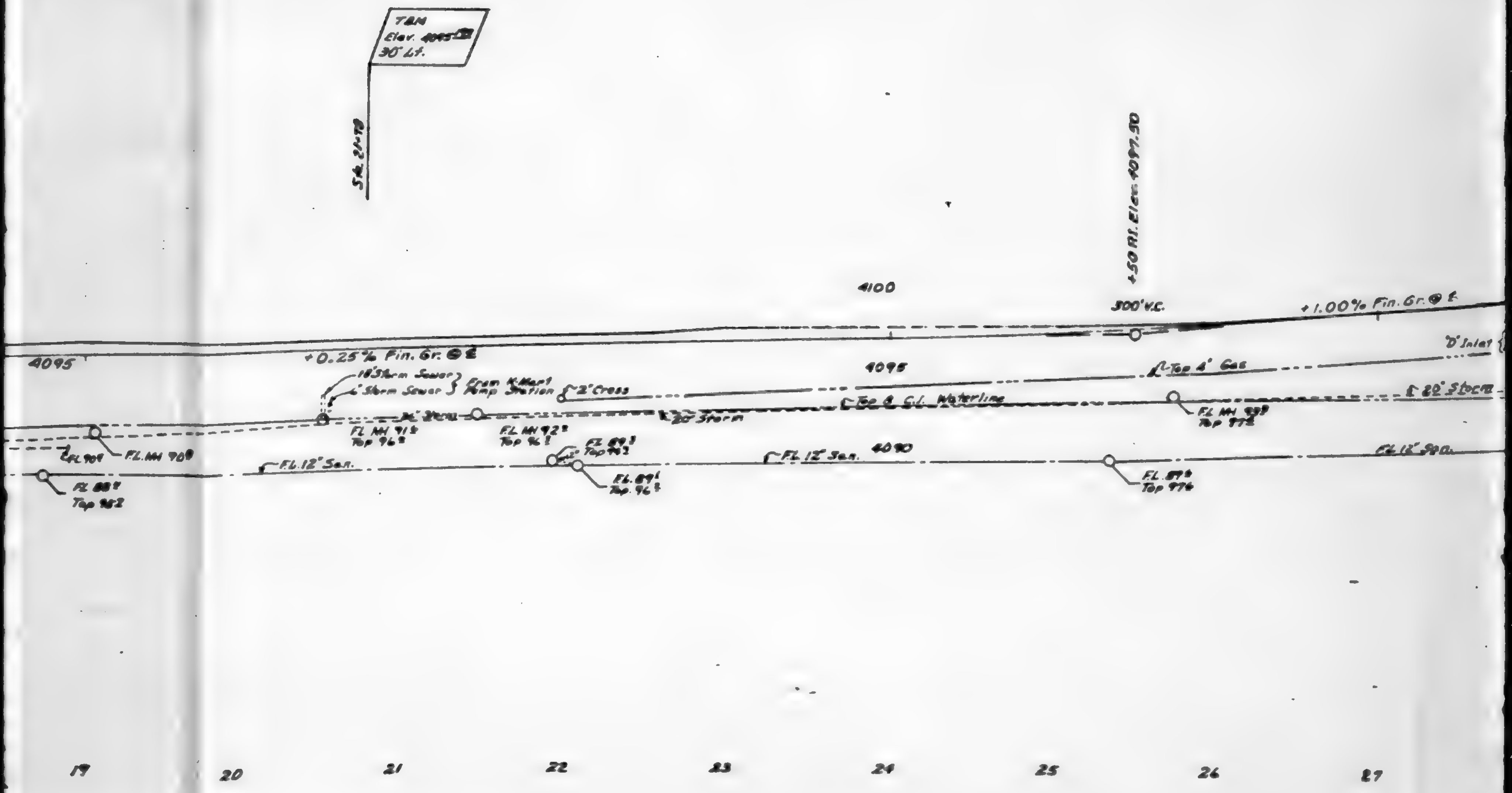
+00 P.I. El. 4092.34
+0.569% Fin Gr. @ ℄
+0.1443% Fin. Gr. @ ℄
C.
No V.C.
4090
Cross
℄ Gas
85± Both Inlets
Top 8" CI Water Line Approx in this Area
F.L. 18" Storm
6" CI
+83.40 Mitchell St. Lt.
Elev 4091.94
F.L. 10" Storm
F.L. 87' Inlet
F.L. MH 87.9 Top 92.8
+87.91 Lark St. Rt.
Elev. 4092.66
℄ 10" Storm
4085
San.
MH 83.9
90.9
F.L. 8" San.
F.L. 84.6 Top 89.1
F.L. 86.3 Top 90.6
4080
℄ F.L. 15" San.
78.9
F.L. MH 78.9 Top 91.8
℄ F.L. 15" San.
F.L. 79.1 Top 92.1
℄ F.L. 15" San.
F.L. MH 79.6 Top 92.8
4
5
6
7
8
9
10
11
12


Washburn Way Profile Lt. & Rt.
Elev. 4095
Shasta
15+35
5
6
7
8
9
11.
12
Scale: 1" = 5' Vert.

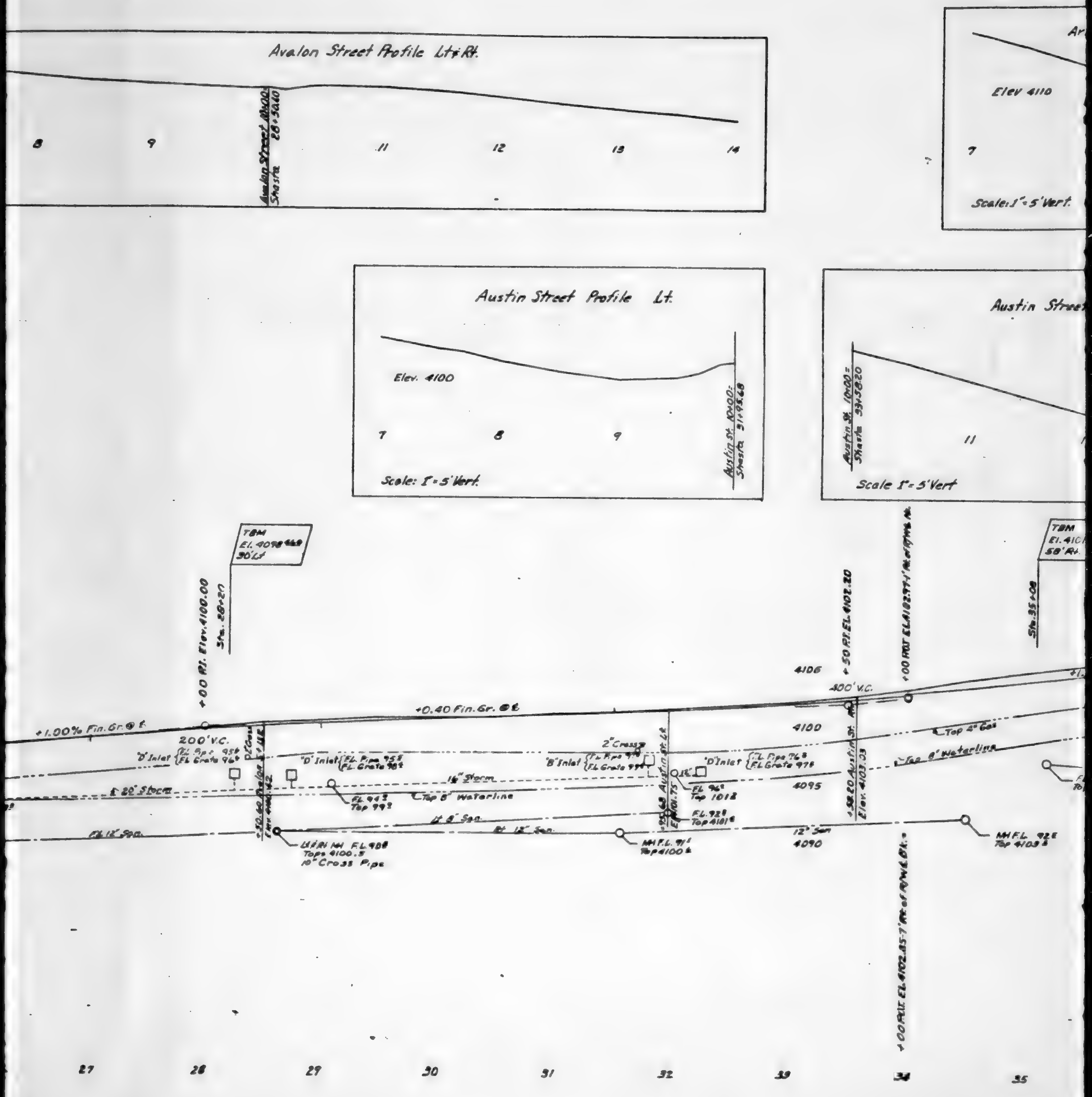

BM Y 634
Elev. 4098.725
38' Rt.
Sta. 15+72
+00 Rt. El. 4093.18
+70 Rt. Elev. 4092.96
+50 Rt. Elev. 4095.50
4095
Fin. Gr. @ ℄
No V.C.
No. V.C.
+1.4167%
300' V.C.
4095
+0.2
4090
18" Stub
F.L. MH 88
Top 95
℄ 8" C.I. Waterline
12" C.I.
+35.00 Washburn Line
Elev. 4091
18" Stub
℄ F.L. 24" Rt. Storm
F.L. MH 89
Top 93
F.L. 12" San.
12" Lt.
F.L. MH 89
Top 93
℄ Top 8" C.T. Waterline
F.L. 24" Storm Lt.
F.L. 24" Storm Rt.
F.L. 90
F.L. MH 90
F.L. 89
Top 95
F.L. 12" San.
4085
℄ F.L. 15" San.
F.L. MH 79
Top 92
Buried in field F.L. unavailable Located from Map
F.L. MH 80
Top 93
12
13
14
15
16
17
18
19
20

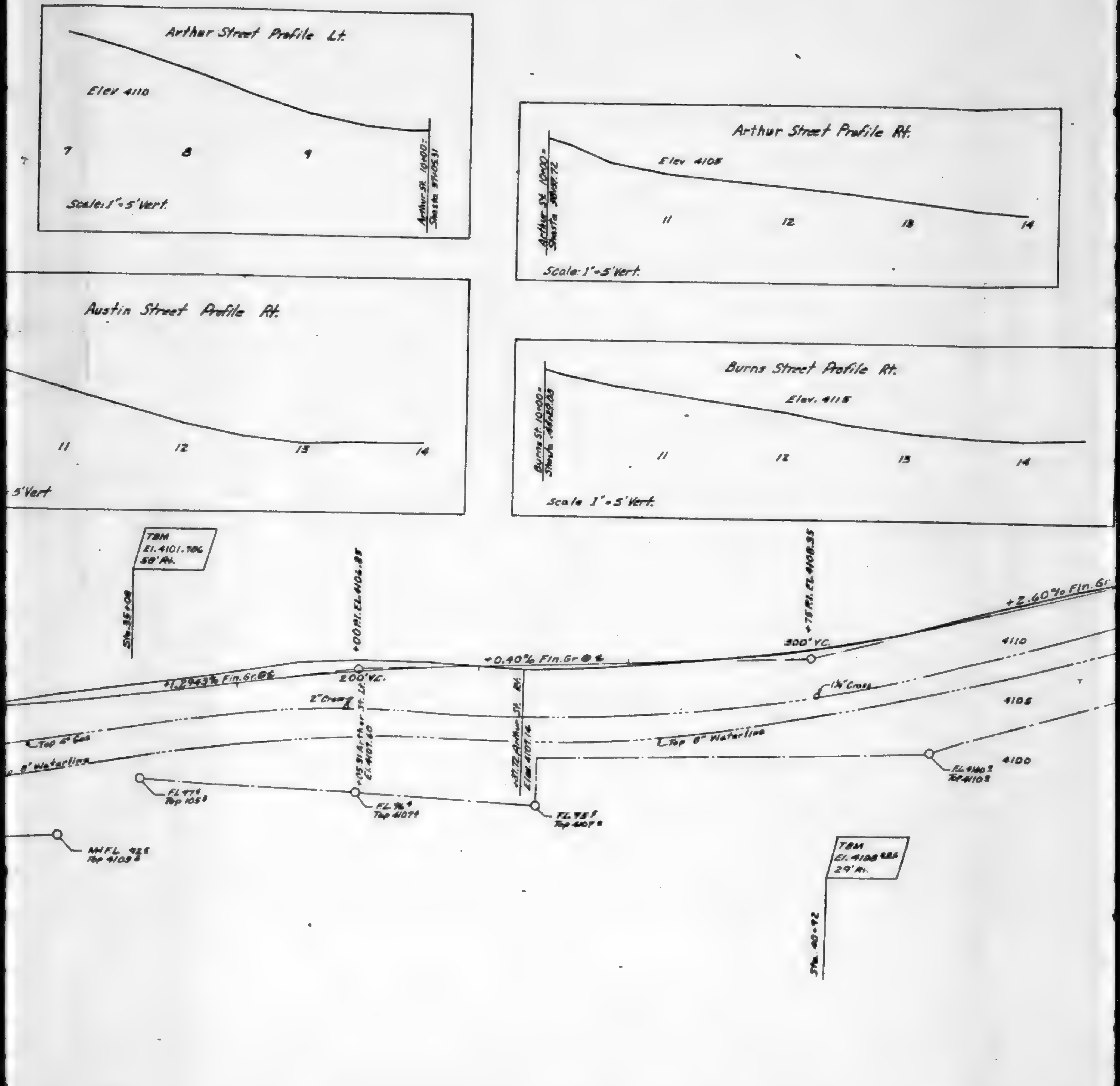


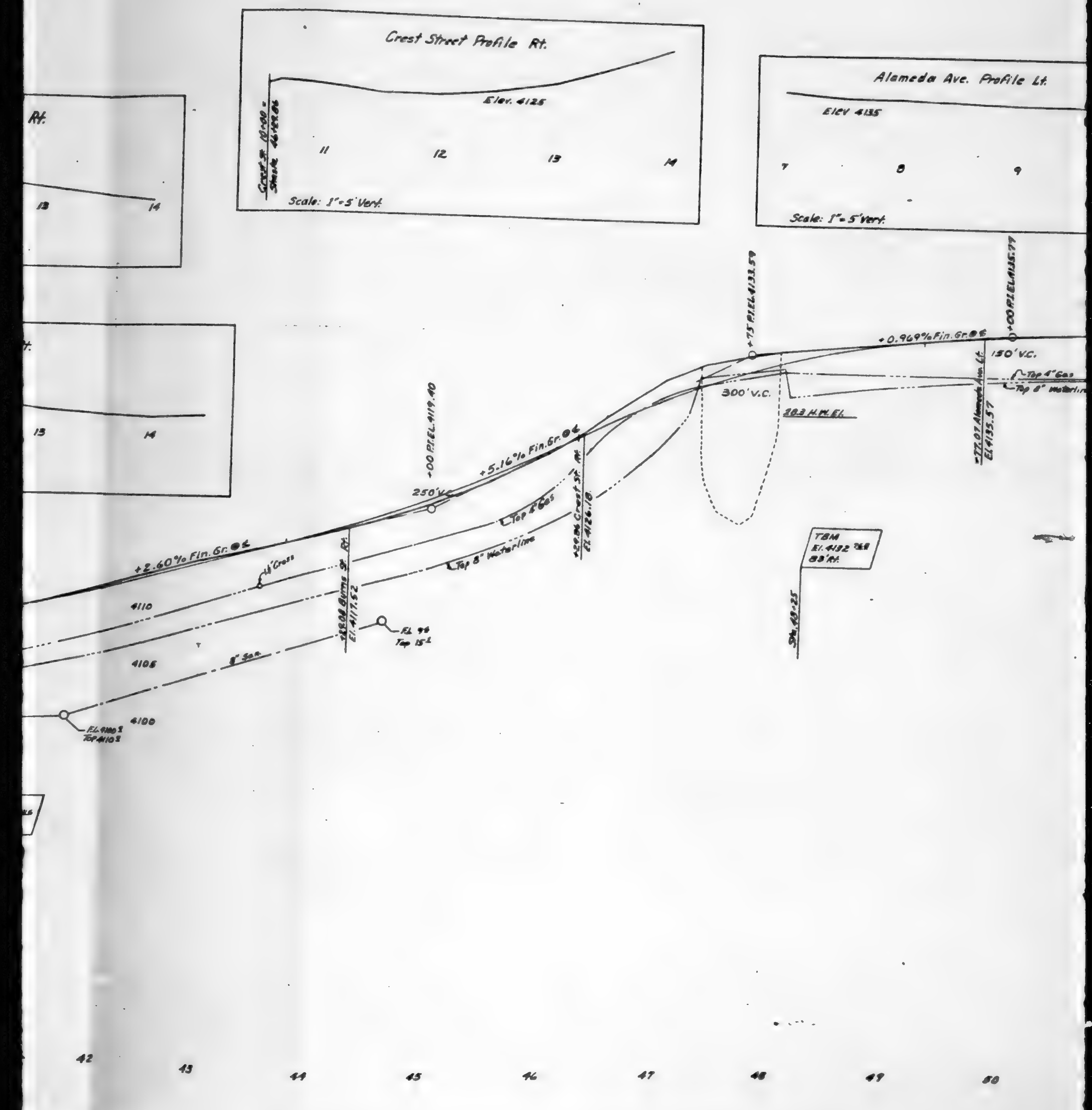
rn Way Profile Lt & Rt.
11.
12
13
14
15
Elev. 4100
6
7
8
9
Scale: 1" = 5' Vert



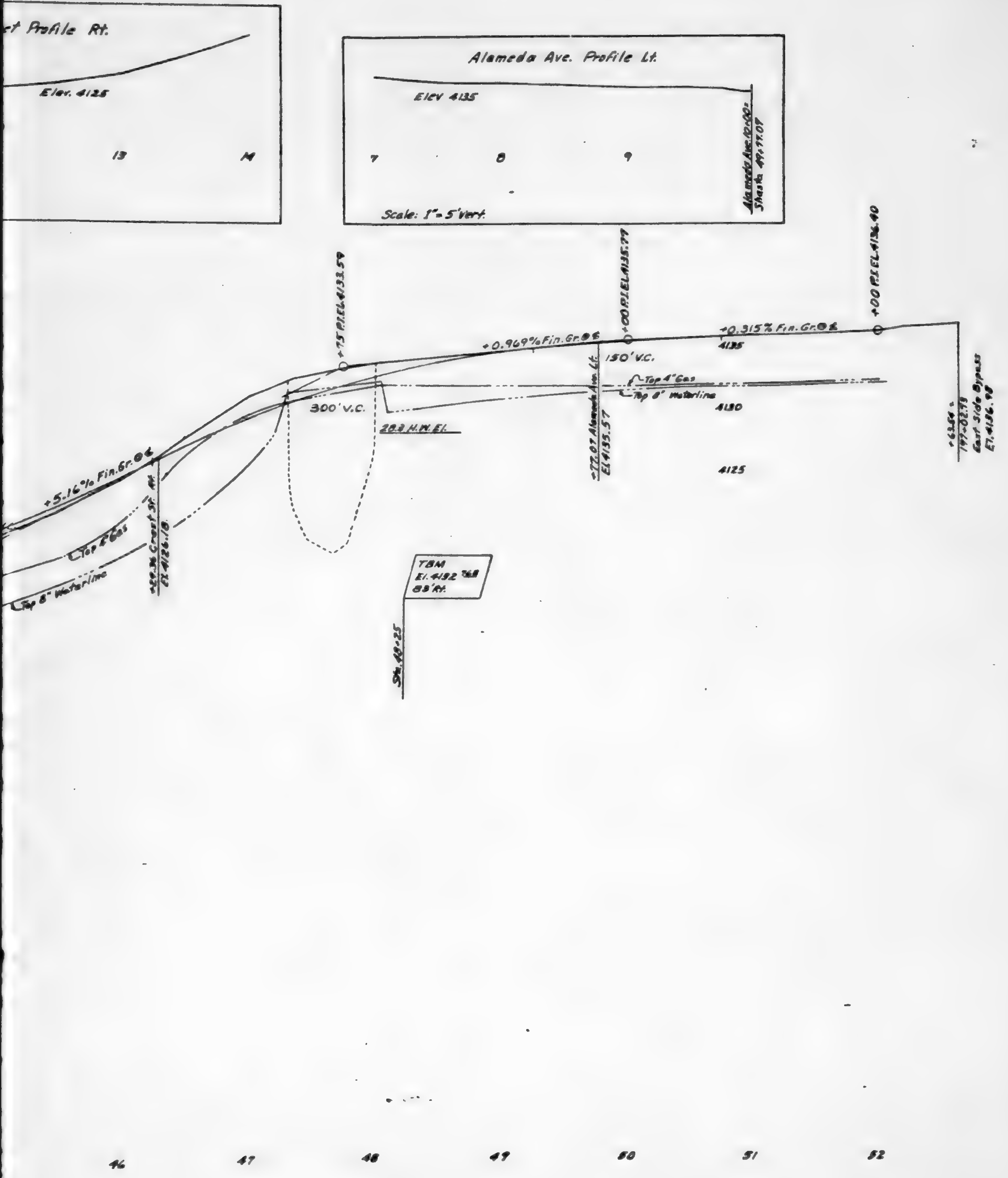
TBM
Elev. 4095.
30' Lt.
Sta. 21+70
+50 Rt. Elev. 4097.50
4100
300' V.C.
+1.00% Fin. Gr. @ ℄
4095
+0.25% Fin. Gr. @ ℄
'D' Inlet
18" Storm Sewer
" Storm Sewer
From K-Mart Pump Station
2" Cross
Top 4" Gas
℄ 20" Storm
Top 8" C.I. Waterline
36" Storm
20" Storm
FL. 90.9
F.L. MH 90.9
FL MH 91.5
Top 96.5
FL MH 92.5
Top 96.5
FL 89.3
Top 96.2
FL. 89.1
Top 96.5
FL MH 93.3
Top 97.2
F.L. 12" San.
FL 12" San.
4090
FL 12" San.
FL 88.9
Top 95.2
F.L. 87.9
Top 97.6
19
20
21
22
23
24
25
26
27


Avalon Street Profile Lt & Rt.
Avalon Street 10+00
Shasta 28+50.40
8
9
11
12
13
14
Elev 4110
7
Scale: 1" = 5' Vert.
Austin Street Profile Lt.
Elev. 4100
7
8
9
Austin St. 10+00
Shasta 31+95.68
Scale: 1" = 5' Vert.
Austin Street
Austin St. 10+00
Shasta 33+58.20
11
Scale 1" = 5' Vert
TBM
El. 4098.469
30' Lt
+00 Rt. Elev. 4100.00
Sta. 28+27
TBM
El. 410
58' Rt.
Sta. 35+08
+50 Rt. El. 4102.20
+00 Rt. El. 4102.97
4106
400' V.C.
+0.40 Fin. Gr. @ ℄
+1.00% Fin. Gr. @ ℄
200' V.C.
"D" Inlet FL Pipe 95 FL Grate 96
"D" Inlet FL Pipe 95 FL Grate 98
2" Cross
"B" Inlet FL Pipe 97 FL Grate 99
"D" Inlet FL Pipe 96 FL Grate 97
4100
Top 4" Gas
Top 6" Waterline
℄ 20" Storm
16" Storm
FL 94 Top 99
Top 6" Waterline
FL 96 Top 101
4095
+50.60 Avalon
Austin St. Lt.
Elev. 4101.75
Austin St.
+58.20 Austin
Elev. 4103.03
FL 92 Top 4101
12" San.
Lt 8" San.
Rt 12" San.
FL 12" San.
Lt & Rt MH FL 90 Tops 4100.5 10" Cross Pipe
MH F.L. 91 Top 4100
12" San
4090
MH F.L. 92 Top 4103
+00 Rt. El. 4102.85 - 7' Rt. of R/W & Bk.
27
28
29
30
31
32
33
34
35

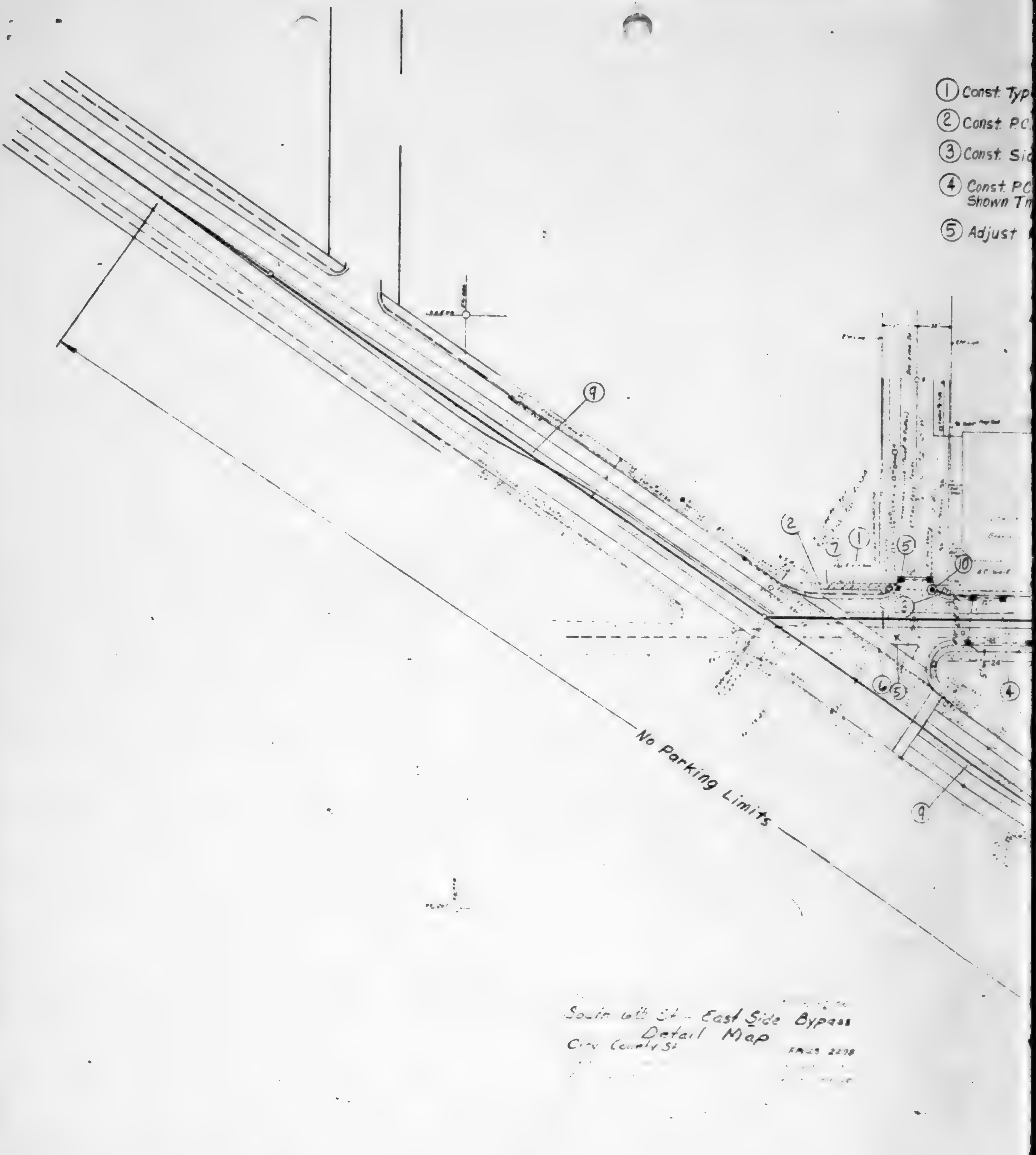

Arthur Street Profile Lt.
Elev 4110
7
8
9
Arthur St. 10+00 = Shasta 37+05.31
Scale: 1" = 5' Vert.
Arthur Street Profile Rt.
Elev 4105
Arthur St. 10+00 = Shasta 38+37.72
11
12
13
14
Scale: 1" = 5' Vert.
Austin Street Profile Rt.
11
12
13
14
5' Vert
Burns Street Profile Rt.
Elev. 4115
Burns St. 10+00 = Shasta 41+89.00
11
12
13
14
Scale 1" = 5' Vert.
TBM
El. 4101.906
58' Rt.
Sta. 35+08
+00 Rt. El. 4106.85
+75 Rt. El. 4108.35
+2.60% Fin. Gr.
300' V.C.
4110
+0.40% Fin. Gr @ ℄
+1.2943% Fin. Gr. @ ℄
200' V.C.
2" Cross
1½" Cross
4105
+05.91 Arthur St. Lt. El. 4107.60
+37.72 Arthur St. Rt. Elev. 4107.14
℄ Top 4" Gas
℄ Top 6" Waterline
8" Waterline
4100
FL 41003
Top 41103
FL 97.9
Top 105.8
FL 96.4
Top 4107.9
FL 95.9
Top 4107.2
MH F.L. 92.5
Top 4103.3
TBM
El. 4108.826
29' Rt.
Sta. 40+92
35
36
37
38
39
40
41
42
43



Rt.
13
14
Crest Street Profile Rt.
Crest St. 10+00 = Sta. 46+29.86
Elev. 4125
11
12
13
14
Scale: 1" = 5' Vert.
Alameda Ave. Profile Lt.
Elev 4135
7
8
9
Scale: 1" = 5' Vert.
Rt.
13
14
+75 P.I. El. 4133.59
+00 P.I. El. 4135.77
+0.969% Fin. Gr. @ ℄
150' V.C.
Top 4" Gas
Top 8" Waterline
300' V.C.
28.3 H.W. El.
-77.07 Alameda Ave. Lt.
El. 4135.57
+00 P.I. El. 4119.40
+5.16% Fin. Gr. @ ℄
250' V.C.
+29.86 Crest St. Rt.
El. 4126.10
Top 4" Gas
Top 8" Waterline
+2.60% Fin. Gr. @ ℄
4" Cross
4110
+28.08 Burns St. Rt.
El. 4117.52
F.L. 94
Top 15±
4105
8" San.
4100
F.L. 4100±
Top 4110±
TBM
El. 4132.768
83' Rt.
Sta. 48+25
42
43
44
45
46
47
48
49
50



…t Profile Rt.
Elev. 4125
13
14
Alameda Ave. Profile Lt.
Elev 4135
7
8
9
Alameda Ave. 12+00±
Shasta 49+77.07
Scale: 1" = 5' Vert.
+75 P.I. EL. 4133.59
+00 P.I. EL. 4135.79
+00 P.I. EL. 4136.40
+0.969% Fin. Gr. @ ℄
+0.315% Fin. Gr. @ ℄
+5.16% Fin. Gr. @ ℄
150' V.C.
300' V.C.
28.3 H.W. El.
Top 4" Gas
Top 8" Waterline
Top 4" Gas
Top 8" Waterline
4135
4130
4125
+77.07 Alameda Ave. Lt.
El. 4135.57
+59.36 Crest St. Rt.
El. 4126.18
+63.54 ±
197+02.93
East Side Bypass
El. 4136.98
TBM
El. 4132.768
83' Rt.
Sta. 48+25
46
47
48
49
50
51
52


① Const. Typ
② Const. P.C.
③ Const. Si
④ Const. P.C.
Shown Tn
⑤ Adjust
⑨
No Parking Limits
②
⑦
①
⑤
⑩
③
⑥
⑤
④
⑨

South 6th St. – East Side Bypass
Detail Map
City County St
FA 23 2298

① Const. Type "A" Curb

② Const. P.C. Conc. Walks

③ Const. Sidewalk Ramps - 11 (Total)

④ Const. P.C. Conc Type "A" Driveways - 23 (Total)
Shown Thus

⑤ Adjust Manholes - 9 (Total)

⑥ Remove Curbs - 510'

⑦ Remove Conc. Walks - 260 Sq Yd.
Shown Thus

⑧ Remove Conc. Gutter

⑨ Const. Painted Traffic Markers
(By Others)

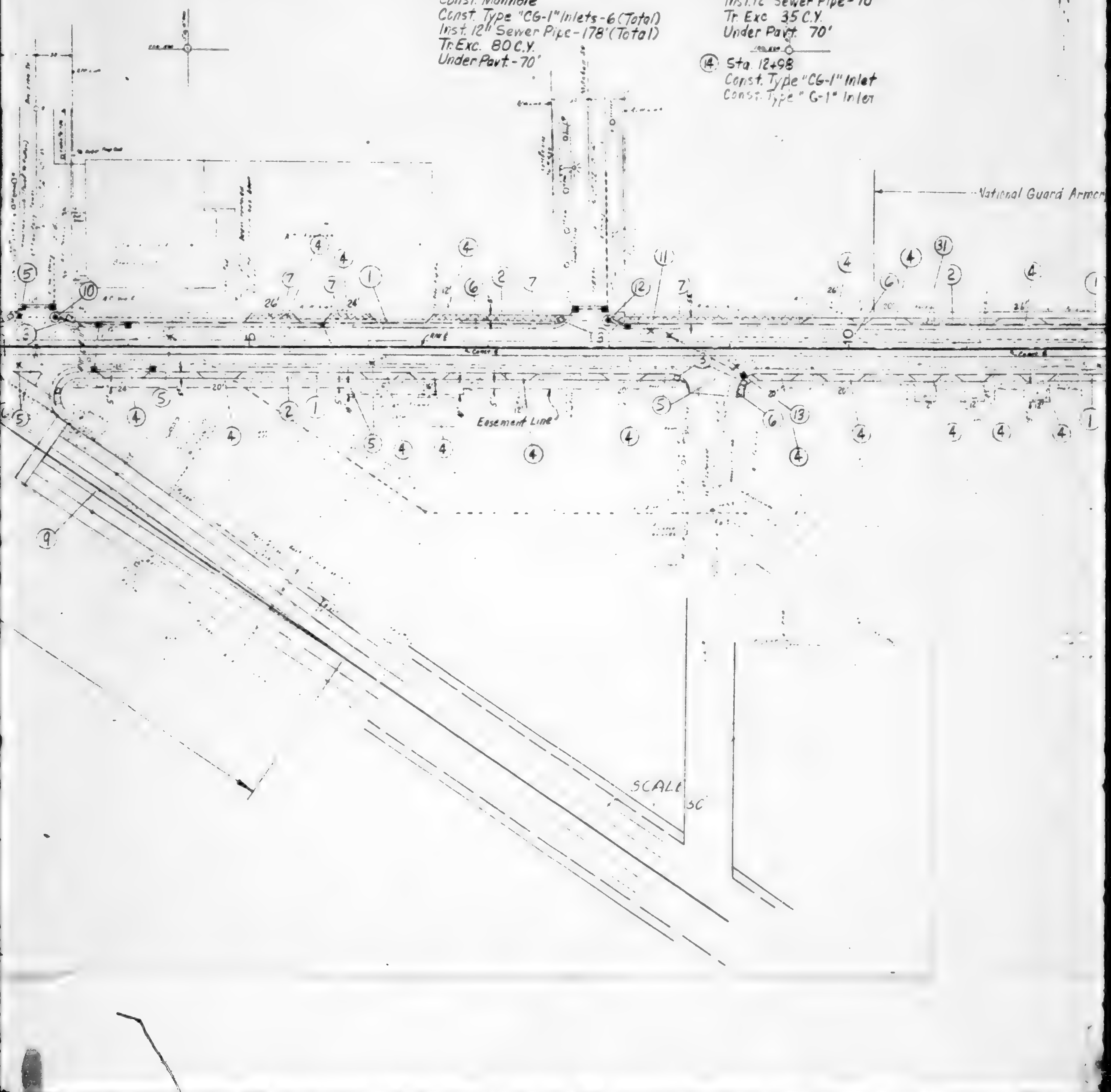
⑩ Sta 3+38
Rem Inlet
Const. Manhole
Const. Type "CG-1" Inlets - 6 (Total)
Inst. 12" Sewer Pipe - 178' (Total)
Tr. Exc. 80 C.Y.
Under Pavt. - 70'

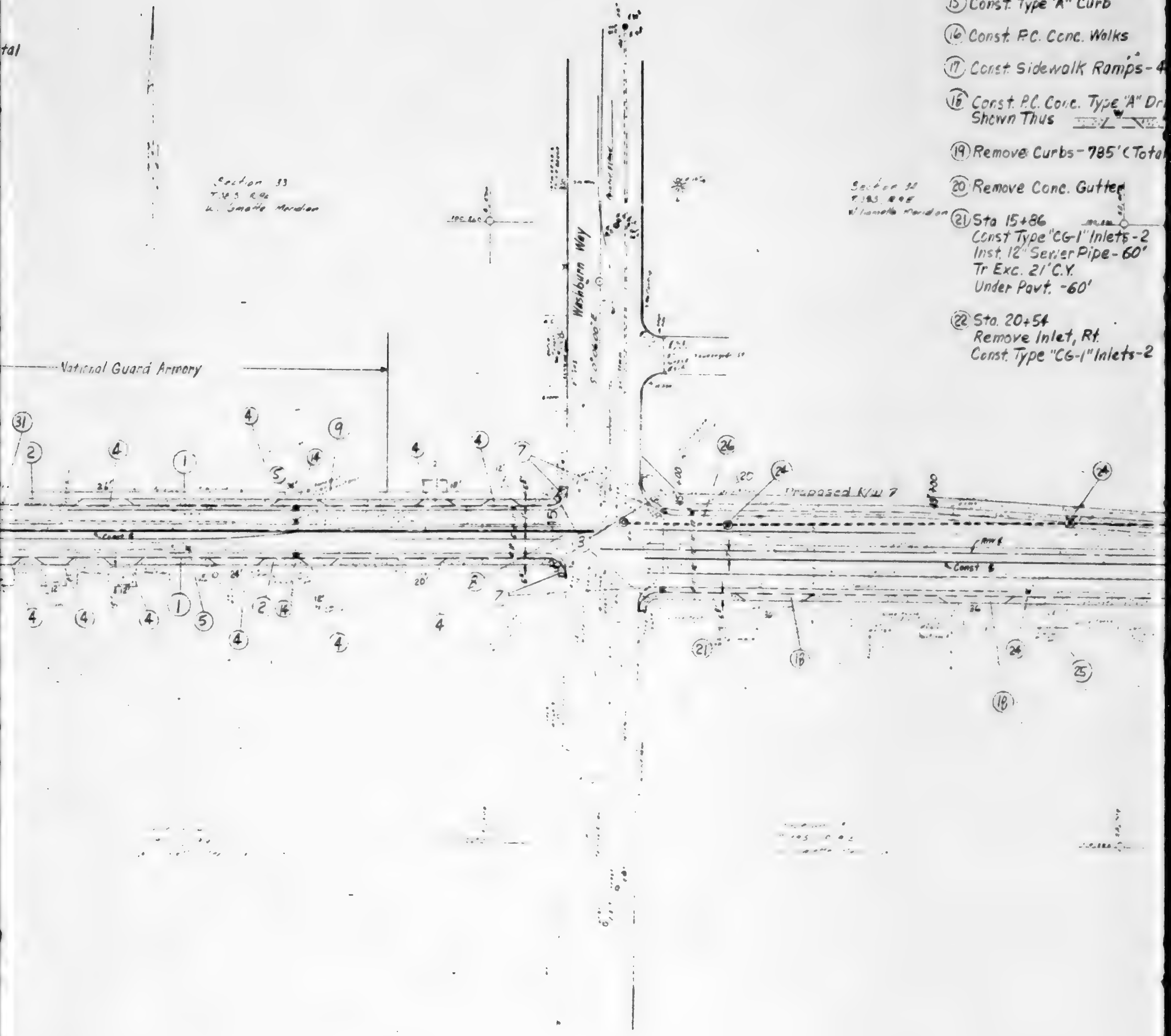
⑪ Rem. Inlets

⑫ Sta. 8+00
Rem. Inlet
Const. Manhole
Const. Type "CG-1" Inlets - 3 Total
Inst. 12" Sewer Pipe - 46'
Tr. Exc. 22 C.Y.
Under Pavt. - 28'

⑬ Sta. 9+10
Const. Type "CG-1 Inlet
Inst. 12" Sewer Pipe - 70'
Tr. Exc 35 C.Y.
Under Pavt. 70'

⑭ Sta. 12+98
Const. Type "CG-1" Inlet
Const. Type "G-1" Inlet


National Guard Armor
⑤
⑩
③
④
④
⑦
⑦
①
④
⑥
②
⑦
⑫
⑪
⑦
④
④
㉛
②
④
⑥
26'
24'
20'
12'
③
⑤
②
①
⑤
④
④
④
④
⑤
⑥
⑬
④
④
④
④
④
①
⑨
Easement Line
SCALE


tal
Section 33
Section 32
Washburn Way
National Guard Armory
Proposed R/W
Const ℄
R/W ℄
Const ℄
31
2
4
1
5
14
9
7
3
24
26
21
18
25
20'
24'
12'
36'

⑮ Const. Type "A" Curb

⑯ Const. P.C. Conc. Walks

⑰ Const. Sidewalk Ramps-4

⑱ Const. P.C. Conc. Type "A" Dr
Shown Thus

⑲ Remove Curbs-785' (Tota

⑳ Remove Conc. Gutter

㉑ Sta 15+86
Const Type "CG-1" Inlets-2
Inst. 12" Sewer Pipe-60'
Tr Exc. 21' C.Y.
Under Pavt. -60'

㉒ Sta. 20+54
Remove Inlet, Rt.
Const. Type "CG-1" Inlets-2

Const. Type "A" Curb

Const. P.C. Conc. Walks

Const. Sidewalk Ramps-4 (Total

Const. P.C. Conc. Type "A" Driveways-10 (Total)
Shown Thus

Remove Curbs-785' (Total)

Remove Conc. Gutter

Sta. 15+86
Const Type "CG-1" Inlets-2
Inst. 12" Sewer Pipe-60'
Tr Exc. 21' C.Y.
Under Pavt. -60'

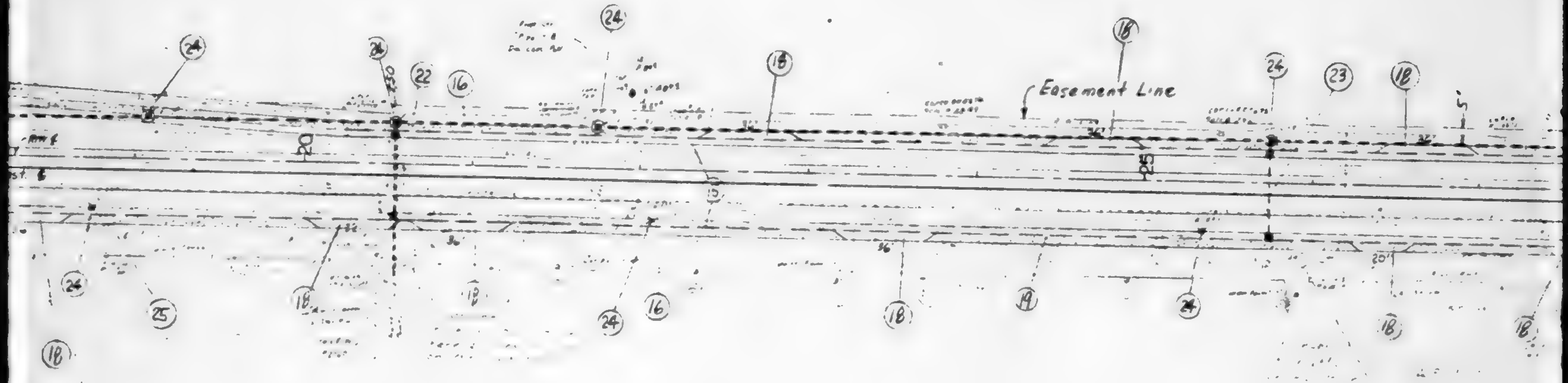
Sta. 20+54
Remove Inlet, Rt.
Const. Type "CG-1" Inlets-2

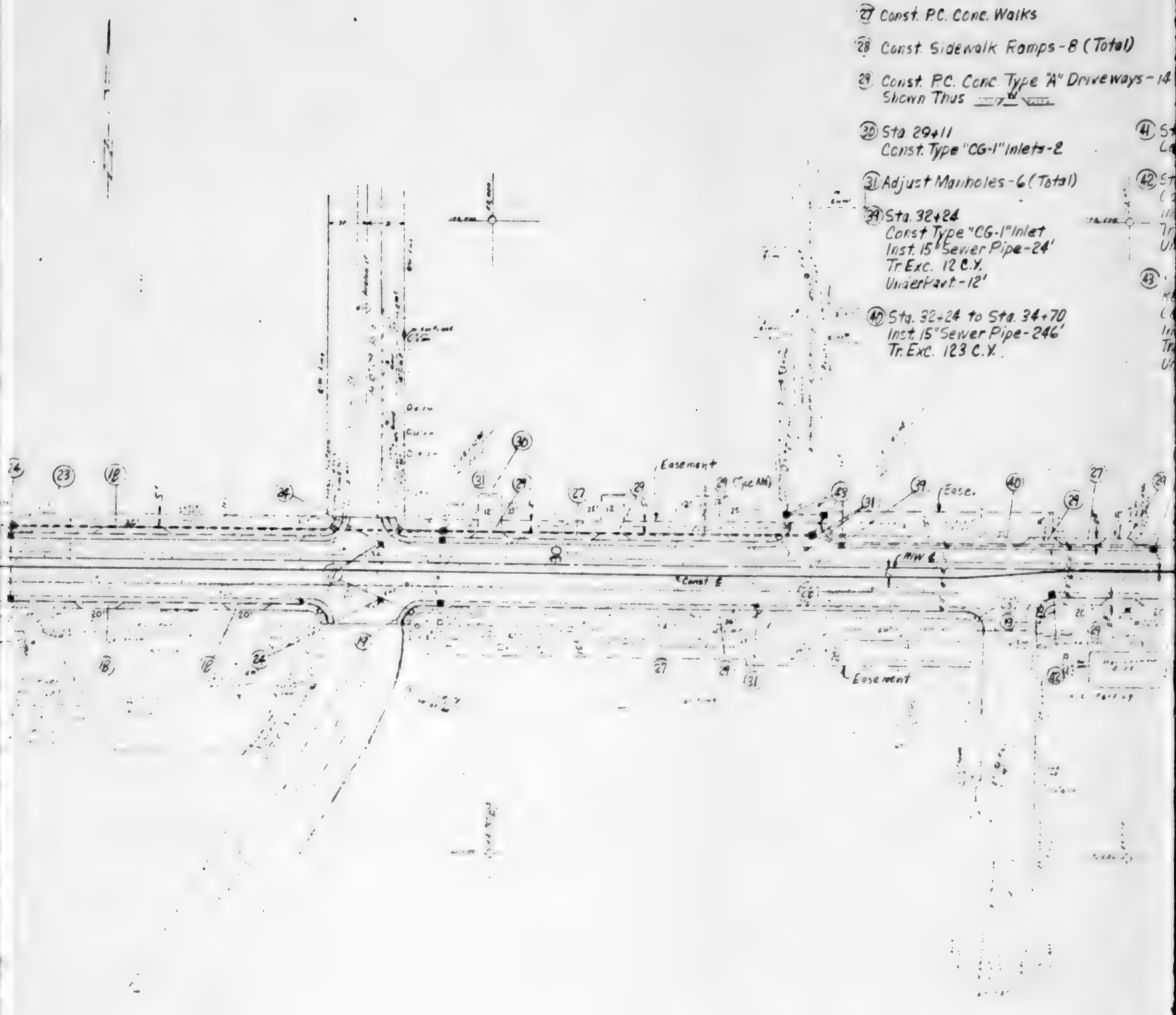
㉓ Sta. 25+75
Const. Type "CG-1" Inlets-2
Inst 12" Sewer Pipe-52'
Tr. Exc 24 C.Y.
Under Pavt.-45'

㉔ Adjust Manholes-10 (Total)

㉕ Plug Extg. 24" C.M.P.

㉖ Sta. 15+55 to Sta. 16+38
Rem. Extg. 18" Sewer Pipe-80'
Inst. 24" Sewer Pipe-80'
Tr. Exc. 67 C.Y.
Under Pavt.-20'




24
23
18
24
30
31
29
27
29
Easement
29 (Type AA)
43
31
39
Ease.
40
27
29
R/W ℄
Const ℄
28
20'
20'
18
18
24
19
27
29
31
Easement
19
42
29

㉗ Const. P.C. Conc. Walks

㉘ Const. Sidewalk Ramps - 8 (Total)

㉙ Const. P.C. Conc. Type "A" Driveways - 14
Shown Thus

㉚ Sta. 29+11
Const. Type "CG-1" Inlets - 2

㉛ Adjust Manholes - 6 (Total)

㊴ Sta. 32+24
Const. Type "CG-1" Inlet
Inst. 15" Sewer Pipe - 24'
Tr. Exc. 12 C.Y.
UnderPavt. - 12'

㊵ Sta. 32+24 to Sta. 34+70
Inst. 15" Sewer Pipe - 246'
Tr. Exc. 123 C.Y.

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ps-8 (Total)

e "A" Driveways - 14 (Total)

ts-2

(Total)

et

24'

4+70

246'

(44) Sta. 34+70 to Sta. 37+15
Inst. 15" Sewer Pipe-245'
Tr. Exc. 123
Under Pavt.-40'

(45) Sta. 37+15
Const. Manhole
Const. Type "D" Inlets-2
Inst. 12" Sewer Pipe-105' (Total)
Tr. Exc. 45 C.Y.
Under Pavt. 37'

(41) Sta. 34+70
Const. Type "CG-1" Inlet

(42) Sta. 33+91
Const. Type "CG-1" Inlet
Inst. 12" Sewer Pipe-38'
Tr. Exc. 16 C.Y.
Under Pavt. 28'

(43) Sta. 32+00
Remove Type "D" Inlets-2
Const. Type "D" Inlets-2
Inst. 12" Sewer Pipe-50' (Total)
Tr. Exc. 22 C.Y.
Under Pavt.-24'

(32) Const. Type "A" Curb

(33) Const. P.C. Conc. Walks

(34) Const. Sidewalk Ramps

(35) Const. P.C. Conc. Type "A" Driveways-16 (Total)

(36) Adjust Manholes-2 (Total)

(37) Sta's 36+25, 36+28,
42+21 & 42+75
Conc. Conc. Steps, Rt.
Conc. 3 C.Y.
Reinf. 268 lb.

(38) Painted Traffic Markers
(By Others)

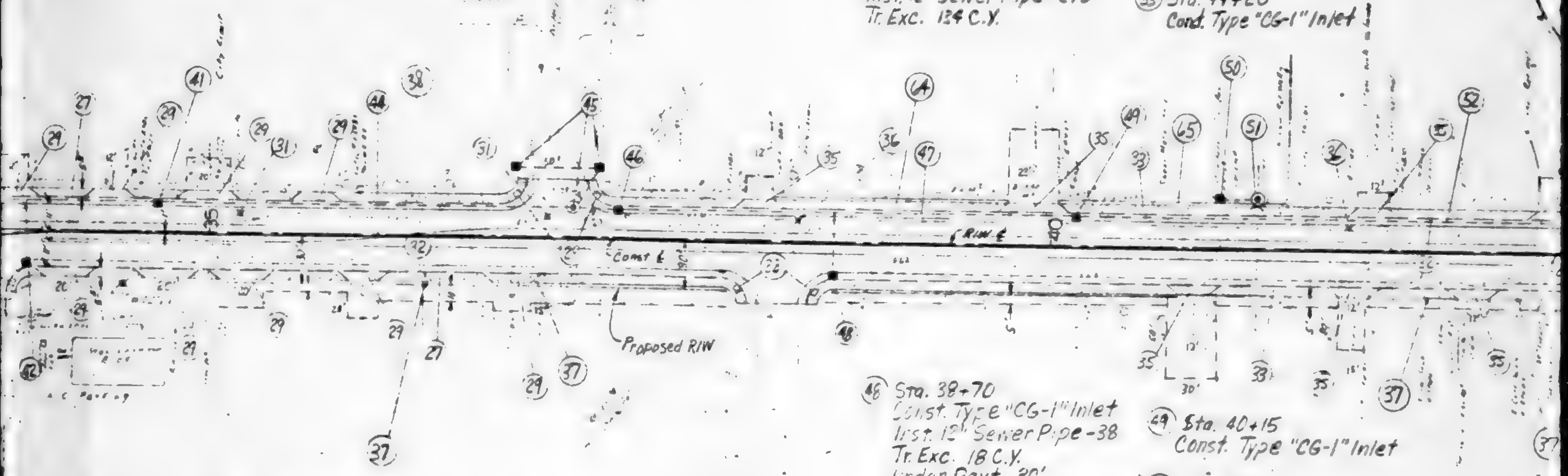
Div. Box Detail

(46) Sta. 37+42
Const. Type "CG-1" Inlet

(47) Sta. 37+42 to Sta. 40+15
Inst. 12" Sewer Pipe-273'
Tr. Exc. 134 C.Y.

(52) Sta. 40+15 to Sta. 44+20
Inst. 12" Sewer Pipe-405'
Tr. Exc. 200 C.Y.

(53) Sta. 44+20
Const. Type "CG-1" Inlet



(48) Sta. 38+70
Const. Type "CG-1" Inlet
Inst. 12" Sewer Pipe-38
Tr. Exc. 18 C.Y.
Under Pavt. 30'

(49) Sta. 40+15
Const. Type "CG-1" Inlet

(64) Sta. 38+36 to Sta. 39+74 Lt.
Const. Conc. Retaining Wall
Class 3300-1½ 41 C.Y.
Reinf. 2177#
Str. Exc. 62 C.Y.

(50) Sta. 41+02
Remove Inlet
Const. Type "D" Inlet
Remove 12" CMP-20'
Inst. 12" Sewer Pipe-20
Tr. Exc. 8 C.Y.

(65) Sta. 40+64 to Sta. 41+40 Lt.
Const. Conc. Retaining Wall
Class 3300-1½ Conc. 52 C.Y.
Reinf. 2564#
Str. Exc. 114 C.Y.

(67) Sta. 35+68 to Sta. 40+75 Rt.
Const. Conc. Retaining Wall
Class 3300-1½ Conc. 76 C.Y.
Reinf. 3893#
Str. Exc. 90 C.Y.

(51) Sta. 4 +22
Remove Manhole
Const. Manhole
Exist. 5' Sewer Pipe
Extend-8'
Inst. 12" Sewer Pipe-8'
Tr. Exc. 3 C.Y.

(54) Sta. 43+80
Remove Div
Const. Div.
Extend 12" C

tal)

to Sta. 44+20
er Pipe-405'
C.Y.

G-1" Inlet

e "CG-1" Inlet

iet
e "D" Inlet
CMP-20'
wer Pipe-10
C.Y.

er Pipe-8'
C.Y.

(58) Sta. 44+58
Reconst. Manhole
(By South Suburban San.)

(59) Sta. 46+82
Const. Type "CG-1" Inlet
Inst. 12" Sewer Pipe-60'
Tr. Exc. 30 C.Y.

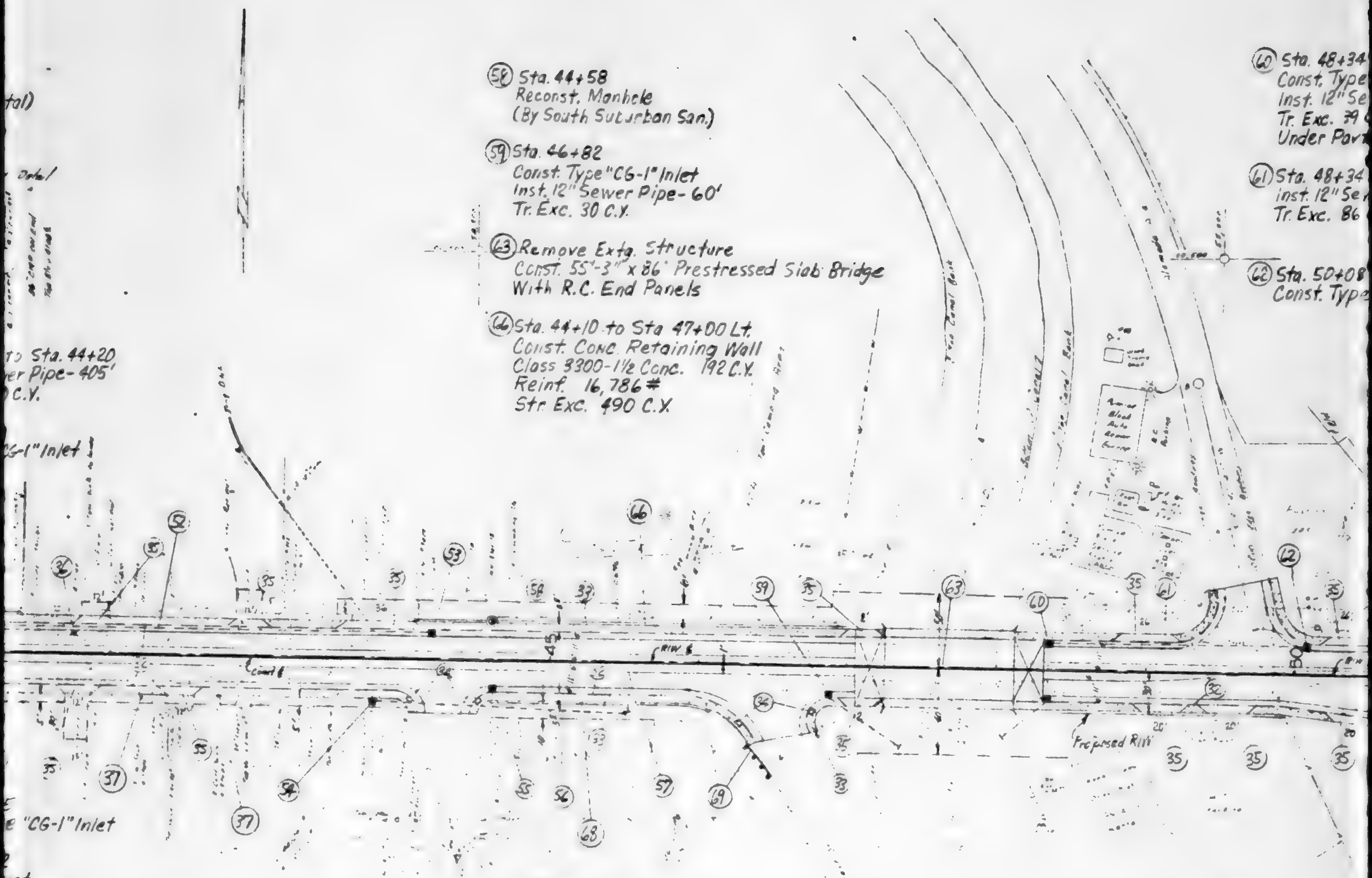
(63) Remove Extg. Structure
Const. 55'-3" x 86' Prestressed Slab Bridge
With R.C. End Panels

(66) Sta. 44+10 to Sta. 47+00 Lt.
Const. Conc. Retaining Wall
Class 3300-1½ Conc. 192 C.Y.
Reinf. 16,786 #
Str. Exc. 490 C.Y.

(60) Sta. 48+34
Const. Type
Inst. 12" Se
Tr. Exc. 39
Under Pav

(61) Sta. 48+34
Inst. 12" Se
Tr. Exc. 86

(62) Sta. 50+08
Const. Type



(55) Sta 44+60
Const. Type "CG-1" Inlet
Inst. 12" Sewer Pipe-12'
Tr. Exc. 3 C.Y.

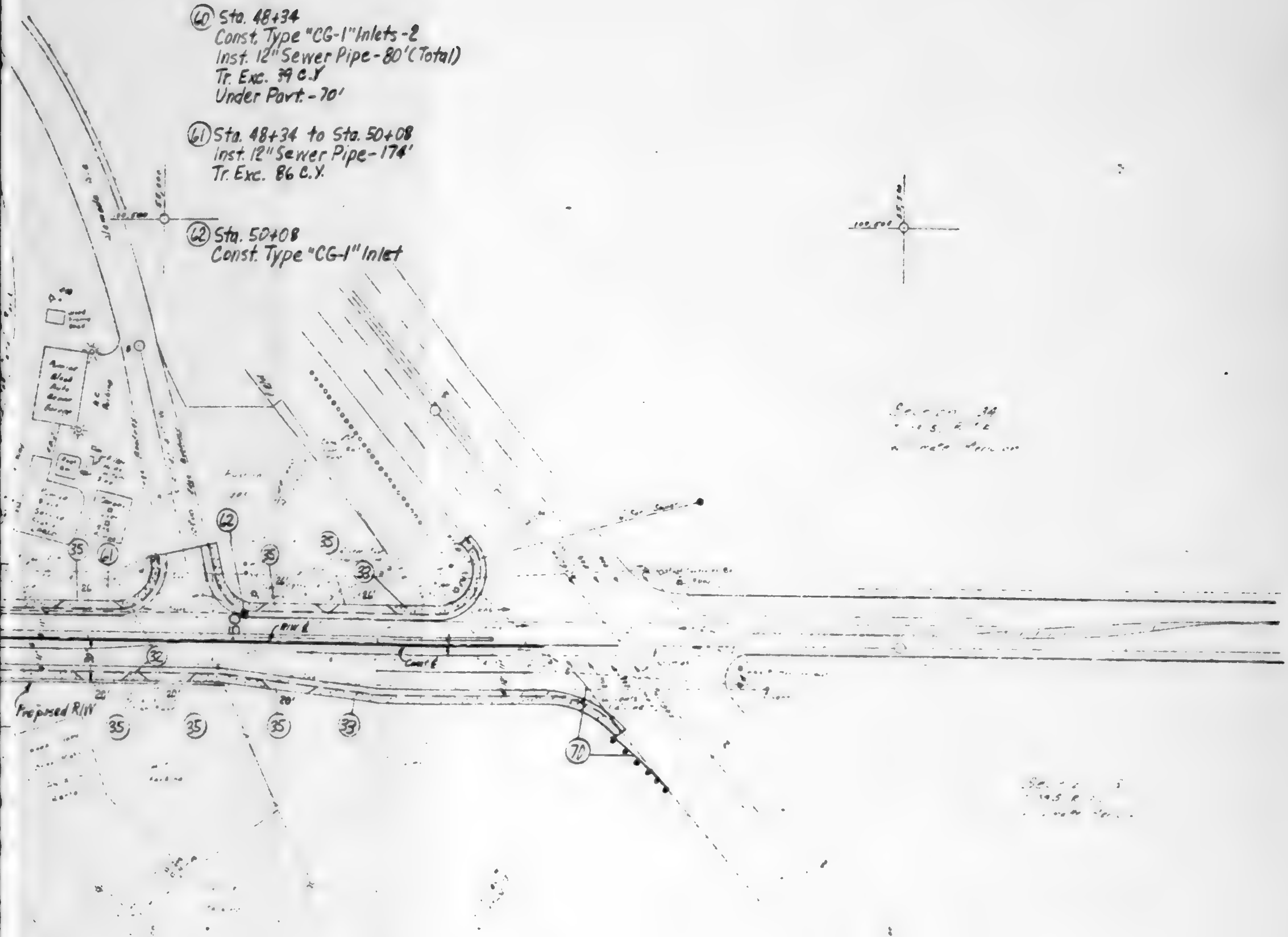
(56) Sta. 43+80 to Sta. 45+50
Inst. 12" Irrig. Pipe-172
Tr Exc. 65 C.Y.

(57) Sta. 45+53
36" C.M.P.
Extend - 4'

(54) Sta 43+80
Remove Div. Box
Const. Div. Box
Extend 12" CMP-2'

(68) Sta 44+58 to Sta. 46+08
Const Conc. Retaining Wall
Class 3300-1½ Conc. 125 C.Y.
Reinf. 12,519 #
Str Exc. 190

(69) Rem. Guard Rail-80'
Const. Guard Rail-25' (Type 1A)
Const. Anchor-1 (Type 2)
Inst Type 'B' End Piece-1


Proposed R/W
35
61
62
35
33
32
20'
35
35
35
33
70

(60) Sta. 48+34
Const. Type "CG-1" Inlets-2
Inst. 12" Sewer Pipe-80' (Total)
Tr. Exc. 39 C.Y
Under Part.-70'

(61) Sta. 48+34 to Sta. 50+08
Inst. 12" Sewer Pipe-174'
Tr. Exc. 86 C.Y.

(62) Sta. 50+08
Const. Type "CG-1" Inlet

(70) Remove Guard Rail-160'
Const. Guard Rail-50' (Type 1A)
Const. Anchor-1 (Type 2)
Inst. End Piece-1 (Type B)

⑩ 10,171 (File Co Rds)

KLAMATH COUNTY

Klamath County ~ Public Works Department

VETERANS MEMORIAL BUILDING — 503-882-2501 — KLAMATH FALLS, OREGON 97601

June 17, 1974

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: H.S. Cox

Dear Mr. Cox:

Enclosed please find Klamath County Check No.61502 in the amount of $44,000.00. This check is a deposit with the Oregon State Highway Division for acquisition of Right of Way for the South Side Bypass.

Yours truly,

Lyle C. Smith

Lyle C. Smith
Director of Public Works

LCS:cr

RECEIVED
COUNTY & CITY SECTION
JUN 18 1974
☑ ENGR. ☑ COOR. ☐ SE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☑ RPE ☐

RECEIVED
OSHD FINANCE BRANCH
Check # 61502 Amt. $44,000.00
By C C Haverland 6-18-74
For R/W acquisition South Side Bypass

NOTE: Acknowledge receipt & suggest RW Sect. proceed on acquisition per agreement with Klamath County
copy of letter/check to Acct. 6-18-74
Don Hand

cc: Klam.Co., Acct., RW, Reg. 4

10,171

FORM 81-734 3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Bend, OR 97701
May 15, 1974

FILE:

FROM: Harold G. Brainerd
Regional Right of Way Supervisor

SUBJECT: Klamath County
South Side By-Pass

TO: J. B. Boyd
Right of Way Engineer

PREFIX 7967-400 Series

Attached is a letter of agreement signed by the Klamath County Board of Commissioners, indicating their desire to have the Oregon State Highway Division perform all necessary appraisal, acquisition, and relocation work in connection with the proposed Klamath County project, known as the South Side By-Pass. Could we please be advised of a prefix to which this work should be charged.

We are presently in the process of preparing a preliminary cost estimate for this project, so that Klamath County can determine if they have sufficient funds available at this time for all necessary rights of way.

Harold G. Brainerd
Regional Right of Way Supervisor

HGB:ch
Attachment

RIGHT OF WAY SECTION
RECEIVED
MAY 15 1974

OREGON STATE
HIGHWAY DIVISION

Bend, OR 97701
May 7, 1974

Mr. Lyle C. Smith
Director of Public Works
Veteran's Memorial Building
Klamath Falls, OR 97601

Dear Mr. Smith:

Pursuant to our recent discussion, it is the desire of the Klamath County Road Department for the Oregon State Highway Division to acquire all necessary right of way on that certain route designated as the South Side By-Pass between Washburn Way and Highway 39.

It is understood that all work necessary for the appraisal, negotiation, and relocation functions will be performed by Right of Way personnel of the Oregon State Highway Division. The right of way will be acquired in the name of Klamath County; however, all instruments for the acquisition and final closing of transactions will be prepared by the Oregon State Highway Division. In the event that any transactions culminate in eminent domain proceedings, the condemnation actions shall be handled by the Klamath County District Attorney, rather than by personnel of the State Attorney General's office.

Klamath County shall furnish the Oregon State Highway Division necessary legal descriptions for the parcels of land needed to be acquired, and shall provide such maps as they may have available to assist in the right of way acquisitions. All other necessary work shall be done by Oregon State Highway Division personnel; however, Klamath County agrees to pay all expenses incurred in this work, and shall further pay the actual costs of the right of way acquired. The Director of Public Works shall approve or reject transactions before they are processed for final closure. Copies of all pertinent data on each transaction shall be provided to Klamath County.

RECEIVED
MAY 8 1974

The right of way shall be acquired to widths and standards as determined by Klamath County, and shall be acquired on controlled access basis. Necessary provisions for restoration of land service features will be included in each right of way transaction.

Klamath County shall deposit with the Oregon State Highway Division such sums as are necessary for the acquisition of the right of way and expenses of acquisition with the Oregon State Highway Division. These sums shall be carried in a special account earmarked only for the purpose as specified. Any unused portion shall be refunded to Klamath County, and in the event funds deposited are not sufficient to cover all costs and expenses, additional sums as may be necessary will be transferred from the County to the State.

Acceptance of this proposal shall be indicated by signatures of the Klamath County Board of Commissioners at the bottom portion of this letter.

Very truly yours,

Harold G. Brainerd
Regional Right of Way Supervisor

HGB:eh

cc J. B. Boyd

APPROVED AND ACCEPTED:
KLAMATH COUNTY BOARD OF COMMISSIONERS

Lee Pyle

Floyd Gift

Date: 5/13 , 1974

Hwy 50 (50) N
& Co's S. Side Bypass
Klam Co

BOARD OF COUNTY COMMISSIONERS
KLAMATH COUNTY OREGON
COUNTY COURTHOUSE - KLAMATH FALLS, OREGON

RECEIVED
COUNTY & CITY SECTION
MAR 24 1972

March 22, 1972

Mr. H. S. Cox
City-County Division
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Cox:

This will confirm our discussion with you and Mr. Putnam on March 21, 1972 concerning the relative merits of the future improvement of Highway #140 to Olene versus Highway #39 to Henley.

Due to the traffic count and the other matters that we discussed, we prefer that Highway #39 to Henley be given the higher priority at this time. We will study the proposed Southside Bypass location and give you a location for its intersection with Highway #39 at the earliest possible date.

Very truly yours,

BOARD OF COUNTY COMMISSIONERS

M. E. Holland
Chairman of the Board

Lloyd Offt
County Commissioner

La Pyle
County Commissioner

ml

3-24-72

Copies to
Klaboe
Hunter
Schroeder ✓
Wolfe.
Putnam.

RECEIVED
MAR 24 1972
OFFICE OF
STATE HIGHWAY ENGIN

NOTED
R. L. SCHROEDER

#1º ·10,171

FORM E-90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701
December 13, 1971

To: MEMO TO THE FILE

SUBJECT: Proposed Southside Bypass
Klamath Falls

On December 7, W. N. Hackleman, E. J. Dunn, J. L. Gunter, W. H. Wakerlig, and I met with Earl Kessler to discuss the connection of the County's proposed Southside Bypass with the Klamath Falls-Malin and Green Springs Highways.

Mr. Kessler's plans for the location of this bypass are still very undecided and he was requesting information as to our requirements for subject intersections.

I advised him that at the present time the State was opposed to their proposed take off at the Green Springs Interchange due to the build up of cross maneuvers, and requested that he give consideration to moving it further east away from the interchange area. I also advised him that it was impossible for me to pick an exact location of the intersection to the Klamath Falls-Malin Highway.

The group proceeded to the area and approximate locations were chosen where a section would provide the least amount of hazard. I requested Mr. Kessler to provide us with definite plans as to their desires and that we would carry on from there. I suggested that he have more than one proposal and that enough information be provided so that we could ascertain sight distances and other possible hazards. I also requested that he consider a full interchange and purchase right of way for this interchange at the time they purchase their standard right of way.

Mr. Kessler is presently the acting County Engineer and the new County Engineer will take over after January 1 and will undoubtedly have plans of his own for this work.

The County Commission is very definitely interested in constructing this bypass, even to the extent of doing much of the work with their own forces. They are considering the commencement of purchasing the right of way when their plans are firm in the very near future. Mr. Kessler estimated that it would be approximately two years before right of way would be acquired and the request made for an FAS routing. He expects to have some plans to look over within the next two months.

RECEIVED
COUNTY & CITY SECTION
DEC 14 1971
☑ ENGR. ☑ COOR. ☑ CE ☑ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☑ RPE ☐

J F Putnam

J. F. Putnam
Regional Engineer

JFP:11

C.C. H.S Cox

RECEIVED
DEC 27 1971

FOR FILING

Rty

December 3, 1971

Hon. Robert Pyle, Chairman
Klamath County Board of Commissioners
Courthouse
Klamath Falls, Oregon 97601

Dear Mr. Pyle;

This letter is addressed to you so that you may be kept informed of developments on the South Side Bypass proposal.

NOTED
F. B. KLABOE

On November 26, I reported to Mr. Klaboe (by memo) the results of our meeting of November 23. In this memo, I stressed the point that I had advised you to obtain all necessary right-of-way as quickly as possible. It would be entirely possible for the County to have a county road in operation from Washburn Way to Olene Street at a reasonable cost and on your own ground rules. The westerly portion is, of course, very expensive and application for Federal Aid would be appropriate. However, as I stated in the meeting, we will proceed according to your desires. Before anything official is started, I would consider it most appropriate to discuss with the Commission specific procedures to follow. I am sure that delving into this problem in depth may save some lost motion later.

The Highway Division is not adverse to the County constructing this bypass, either as a county road or an FAS route. They are not sympathetic, however, with the idea of placing that portion easterly of Hwy. #39 to Olene Street, on the state system or in participating in the construction costs. It is my understanding that Mr. Putnam has scheduled a meeting with you relative to the location of the crossing of Hwy. #39, and by the time you receive this letter, the crossing site may be resolved.

When you are ready to proceed further with this proposal, please advise and this office will cooperate to its fullest extent.

Very truly yours,

H. S. Cox
County and City Engineer

HSC:ljt

Copy to Klaboe 12-3-71

RECEIVED
DEC 6 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 1 1971
FOR FILING

Maint
Traf
Rdy
K.F

MEMO TO THE FILES

November 26, 1971

On Tuesday, November 23rd at 2 p.m., Mark Bovee and I met with the Klamath County Commissioners in the Courthouse at Klamath Falls. Additional persons at the meeting were: Robert Poole, Assistant Region Engineer, John Gunter, District Engineer, Eldon Dunn, Resident Engineer, Earl Kessler, Acting County Engineer, and a number of the Klamath County Road Committee.

Purpose of the meeting was to inquire into the most logical method to employ in implementing the South Side Bypass of Klamath Falls.

The presently preferred plan is the one outlined in "green" on the accompanying map. An area of question has arisen regarding the location of the bypass crossing of Hwy. #39. The County will request, through Mr. J. F. Putnam, that the State make a study of this crossing and advise them of the best location to use, and also the advisability of a possible interchange.

I advised the County to proceed with all possible haste to obtain all right-of-way necessary on this route prior to placing the route on the County Secondary System. This was done for several reasons, namely; they can pick the precise route they want without benefit of hearings, they can secure right-of-way by any means they wish, they can proceed immediately, and they can no doubt save considerable money by not having to meet state and federal criteria.

It is well to note that Johns Avenue is already a paved county road and well traveled from Washburn Way to Homedale Road. Also, please note that the crossing of the Great Northern Railroad track in the vicinity of Johns Avenue and Summers Lane must be a gated grade crossing as the needed height of a separation structure would fall within the glide pattern of the airfield.

It is my opinion that the County will eventually construct this bypass and that all possible pressure will be utilized to obtain construction help from the State. Pressure will also be exerted for this route to become a state highway. The County has been advised that this bypass should be constructed to a width similar to the East Side Bypass, namely 72 feet shoulder to shoulder. It has also been suggested that cross streets be held to a minimum in order to expedite traffic flow on the bypass, and where new right-of-way is purchased, access rights be obtained.

The County will, in the near future, approach the State with the suggestion that the section of the bypass from Hwy. #39 to Olene Street be constructed by the State rather than reconstruction of present Hwy. #140 from the Y (near Western Avenue) to Olene Street. Details of this proposal I leave to those who will be making the suggestion.

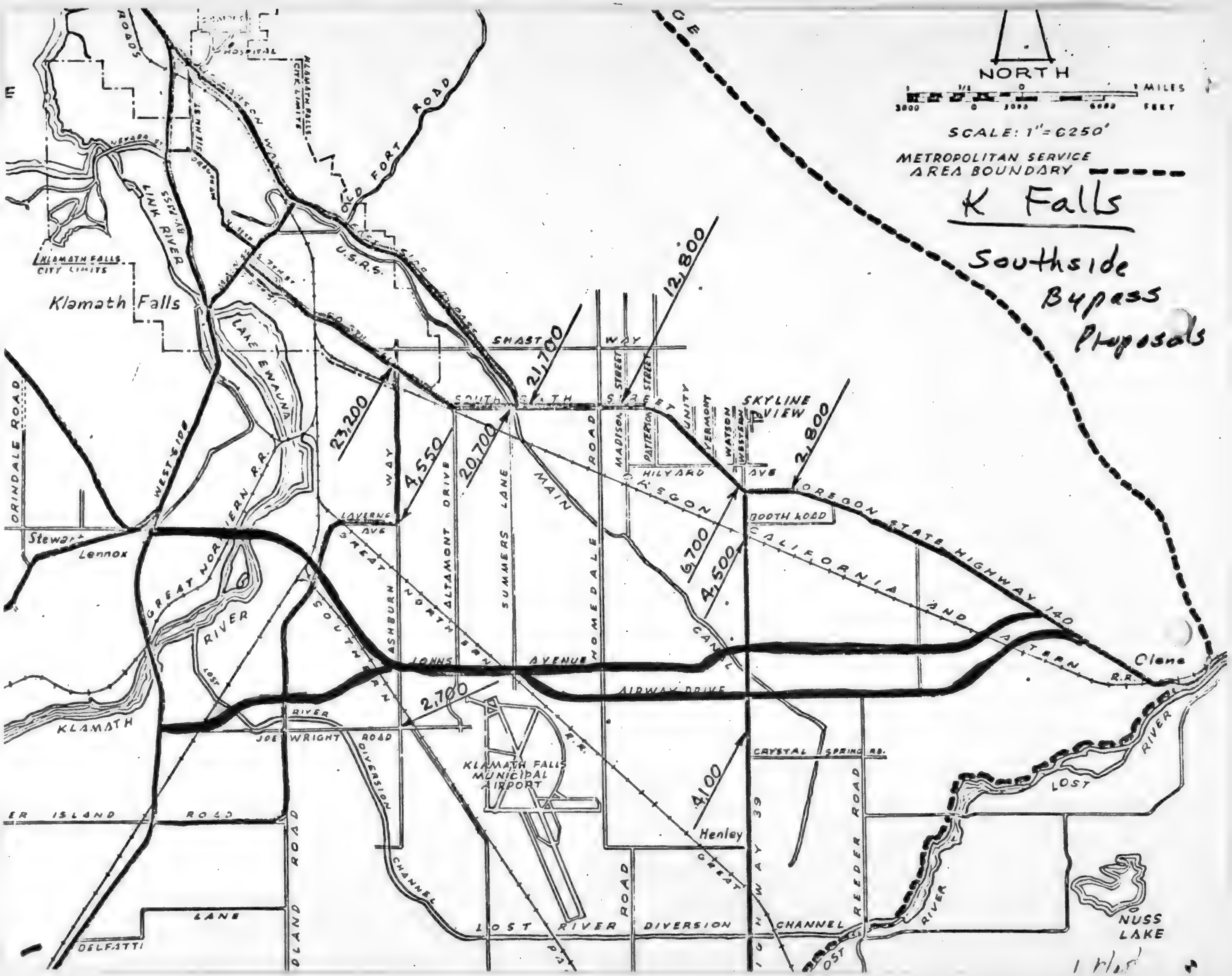
H S Cox
H. S. Cox
County and City Engineer

RECEIVED
NOV 29 1971
OFFICE OF
STATE HIGHWAY ENGINEER

HSC:ljt
Att.
cc: Tom Edwards ✓
F. B. Klaboe
Mark Bovee
J. F. Putnam

NOTED
TOM EDWARDS

NOTED
TOM EDWARDS


K Falls
Southside Bypass Proposals
NORTH
MILES
FEET
3000
0
3000
6000
SCALE: 1" = 6250'
METROPOLITAN SERVICE AREA BOUNDARY
KLAMATH FALLS CITY LIMITS
Klamath Falls
HOSPITAL
ROADS
OLD FORT ROAD
LINK RIVER
BY-PASS
U.S.R.S.
LAKE EWAUNA
SHASTA WAY
SOUTH SIXTH STREET
MADISON STREET
PATTERSON STREET
UNITY
VERMONT
WATSON
WESTERN
SKYLINE VIEW
HILYARD AVE
BOOTH ROAD
OREGON STATE HIGHWAY 140
OREGON CALIFORNIA AND EASTERN R.R.
MAIN
CANAL
ROAD
HOMEDALE
SUMMERS LANE
ALTAMONT DRIVE
ASHBURN WAY
LAVERNE AVE
GREAT NORTHERN R.R.
SOUTHERN
JOHNS AVENUE
AIRWAY DRIVE
KLAMATH FALLS MUNICIPAL AIRPORT
JOE WRIGHT ROAD
LOST RIVER
DIVERSION CHANNEL
LOST RIVER DIVERSION CHANNEL
CRYSTAL SPRING RD.
HIGHWAY 39
REEDER ROAD
Henley
Olene
NUSS LAKE
LOST RIVER
WEST SIDE
Stewart
Lennox
ORINDALE ROAD
KLAMATH RIVER
ER ISLAND ROAD
OLAND ROAD
LANE
DELFATTI
23,200
4,550
20,700
21,700
12,800
6,700
4,500
2,800
4,100
2,700
1 Kls

11

RECEIVED
[illegible] 1971
FOR FILING

Plant
Traffic
Plg

K Falls

October 1, 1971

Mr. Glenn Bowen
Oregon Water Corporation
7th and Pine
Klamath Falls, Oregon 97601

Dear Mr. Bowen:

Reference is made to your recent inquiry concerning the County-proposed south side bypass of Klamath Falls.

As you undoubtedly know, this is not a State proposal and we have not made a survey or any engineering studies on the route. The following information is therefore secondhand from the County.

They now own an 80-foot right-of-way between Washburn Way and Altamont and intend to purchase another 20 feet on the south side, for a total of 100 feet. Between Altamont and Homedale they now own 60 feet of right-of-way and intend to purchase 20 feet on the north side, for a total of 80 feet. Between Homedale and the Klamath Falls-Lakeview Highway they intend to acquire an 80-foot right-of-way.

A very small scale map is enclosed that generally shows the route. However, I suggest you contact Mr. Earl Kessler of the County Engineering Department before making any decisions based on this information. I understand that he may have large scale maps that show the scheme in some detail.

Very truly yours,

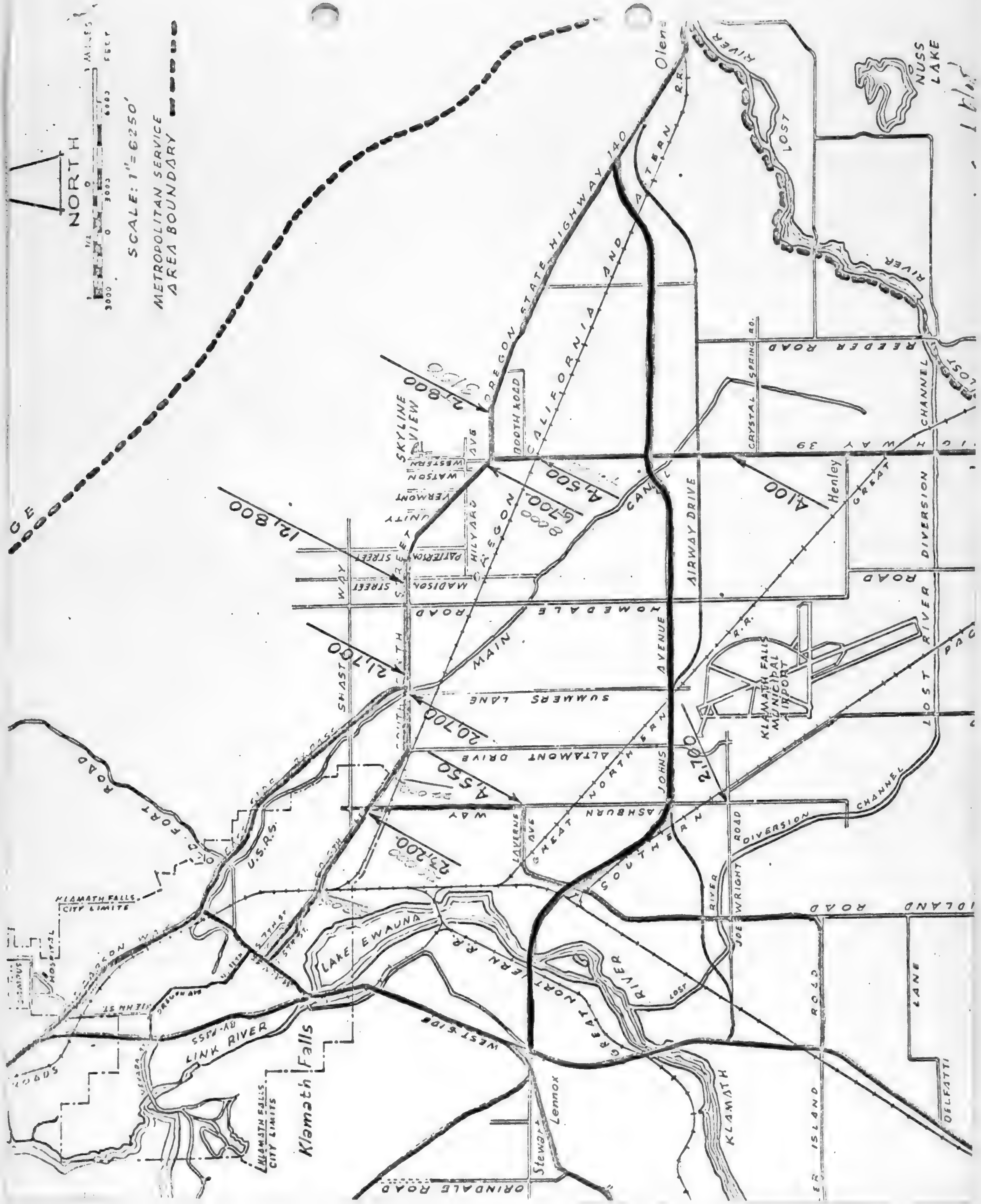
R. L. Porter
State Highway Engineer

By

Tom Edwards
Deputy State Highway Engineer

bc R. L. Porter
F. B. Klaboe
J. F. Putnam

FBK:srb ja


NORTH
SCALE: 1"=6250'
3000 0 3000 6000 FEET
1/2 0 1 MILES
METROPOLITAN SERVICE AREA BOUNDARY
Olene
OREGON STATE HIGHWAY 140
CALIFORNIA AND EASTERN R.R.
LOST RIVER
NUSS LAKE
REEDER ROAD
CRYSTAL SPRING RD.
BOOTH ROAD
SKYLINE VIEW
WESTERN
WATSON
VERMONT
UNITY
PATTERSON STREET
MADISON STREET
HILYARD AVE
OREGON
CANAL
AIRWAY DRIVE
Henley
HIGHWAY 39
GREAT
DIVERSION CHANNEL
LOST RIVER DIVERSION CHANNEL
HOMEDALE ROAD
SHASTA WAY
SOUTH SIXTH STREET
MAIN
SUMMERS LANE
KLAMATH FALLS MUNICIPAL AIRPORT
R.R.
JOHNS AVENUE
ALTAMONT DRIVE
WASHBURN WAY
LAVERNE AVE
GREAT NORTHERN
SOUTHERN
JOE WRIGHT ROAD
RIVER
MIDLAND ROAD
ISLAND ROAD
DELFATTI LANE
LAKE EWAUNA
GREAT NORTHERN R.R.
KLAMATH RIVER
LOST
WEST SIDE
Stewart
Lennox
ORINDALE ROAD
LINK RIVER
BY-PASS
Klamath Falls
KLAMATH FALLS CITY LIMITS
U.S.R.S.
FORT ROAD
2,800
3,100
4,500
6,700
8000
12,800
4100
21,700
20,700
4,550
23,200
2,700

10,1 71

RECEIVED
SEP 28 1971

FOR FILING

Daid
Traffic
Routing

K. Falls

N

September 27, 1971

Mr. Dave Hoerning
County Engineer
Klamath County
County Courthouse
Klamath Falls, Oregon 97601

Dear Mr. Hoerning:

Recently you left with me a proposal for the construction of a south side Klamath Falls bypass. A copy of this proposal showing the current and projected traffic volumes, as well as the percent of trucks, is enclosed.

I regret that the State Highway Division cannot at this time undertake to commit any funds to the proposal.

As you are undoubtedly aware, the State Highway Commission receives many, many requests for new facilities. Inasmuch as they are unable to adequately care for the deficiencies on the existing State Highway System, they have generally declined to add additional ones to the system. Perhaps you would consider adding this to the County Secondary Federal Aid System and financing it in increments by this method.

If you need any further information concerning the results of our Origin-Destination Study, please contact Robert Royer, Planning Engineer, in our Traffic Section.

Very truly yours,

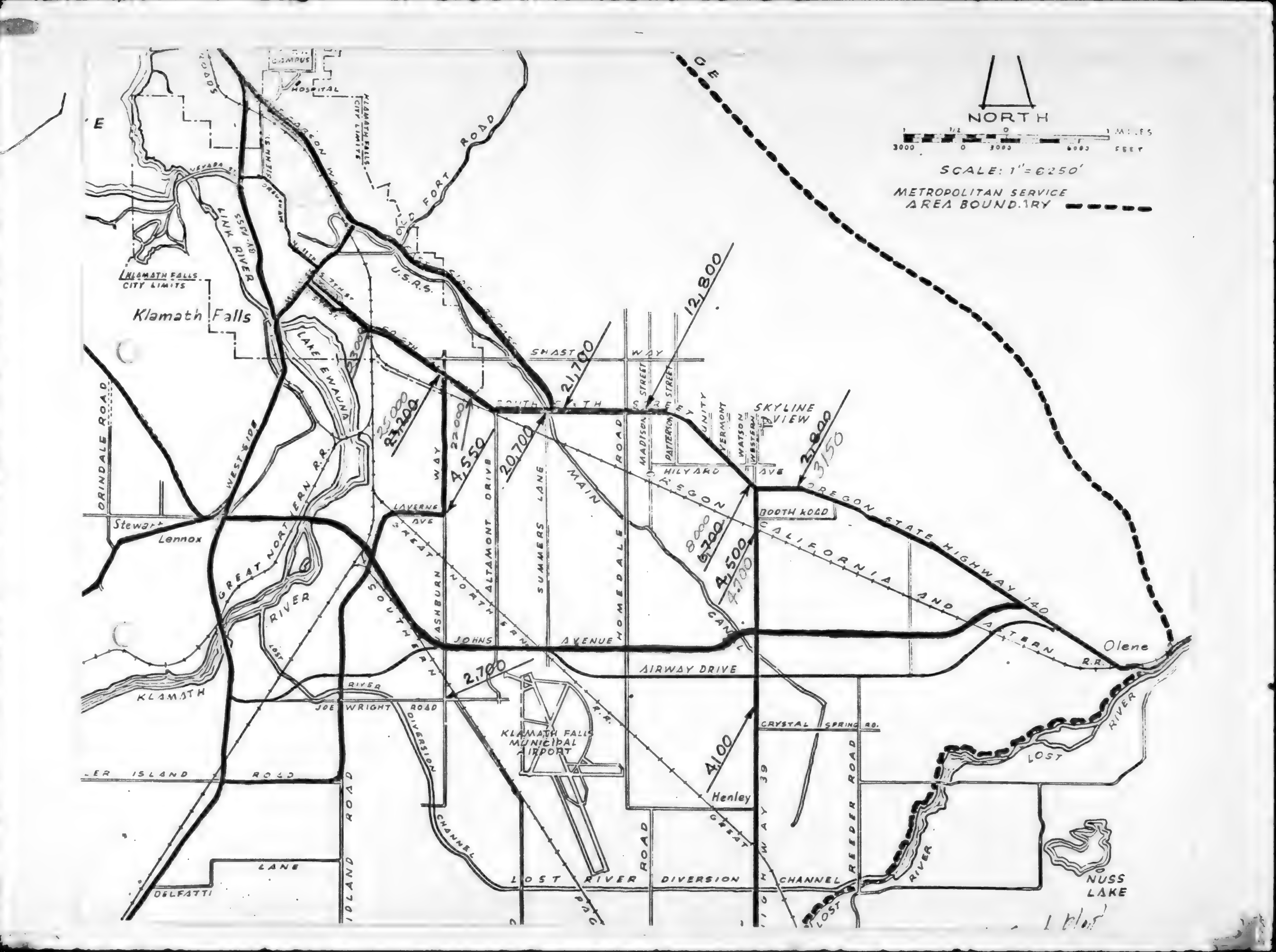
R. L. Porter
State Highway Engineer

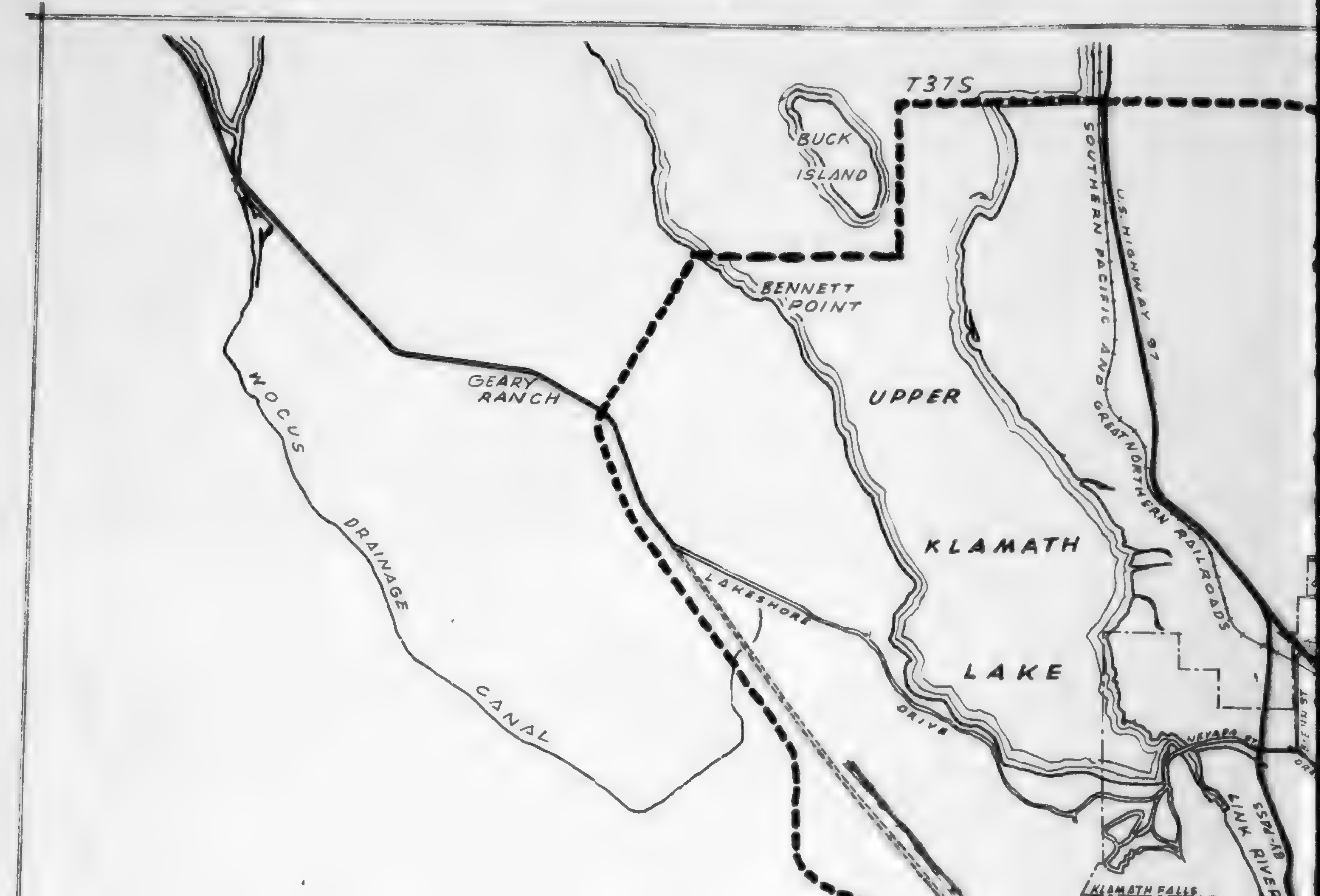
By

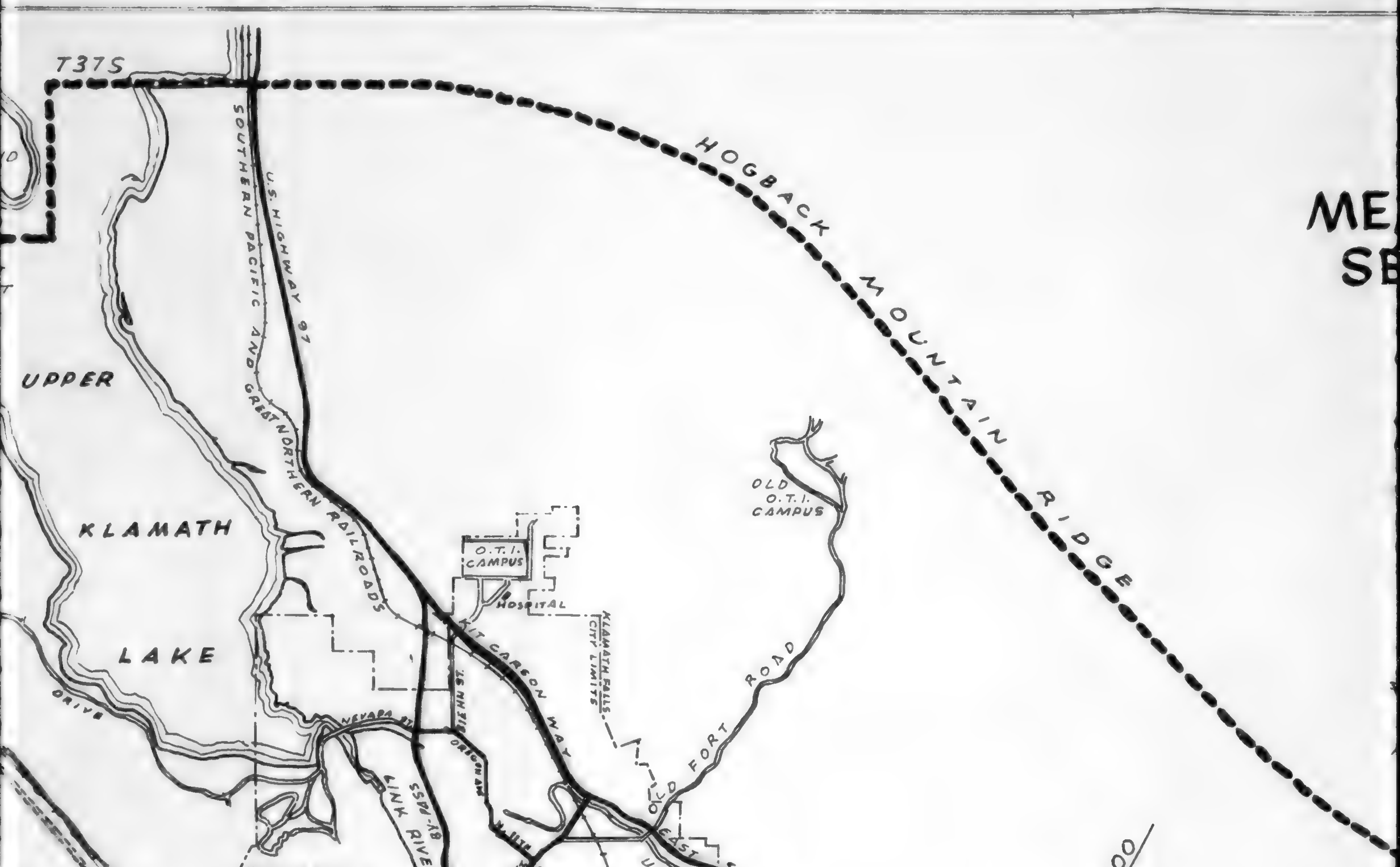
F. B. Klaboe
Assistant State Highway Engineer

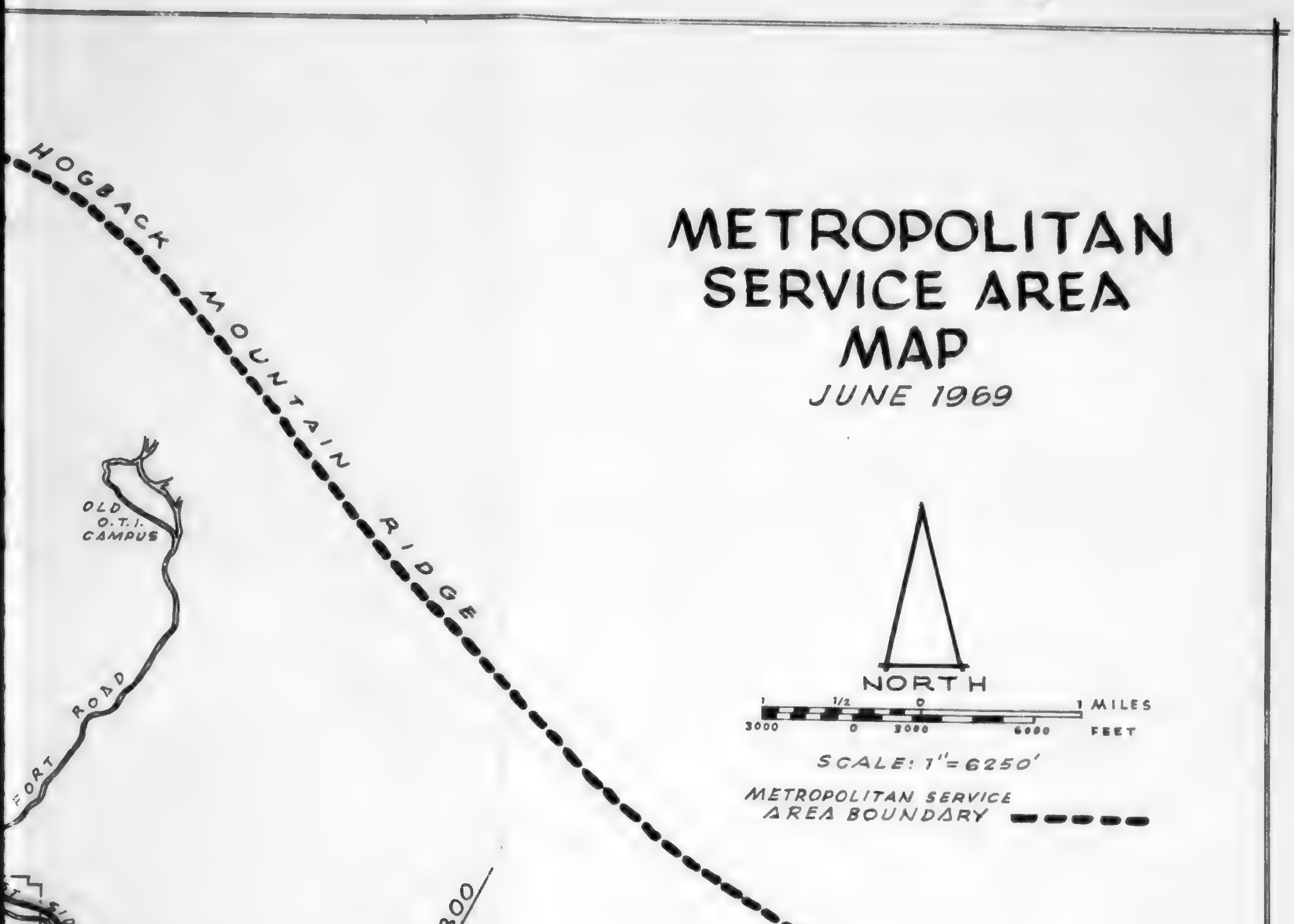
FBK:srb
cc: R. L. Porter
F. B. Crandall
J. F. Putnam
Tom Edwards
H. S. Cox

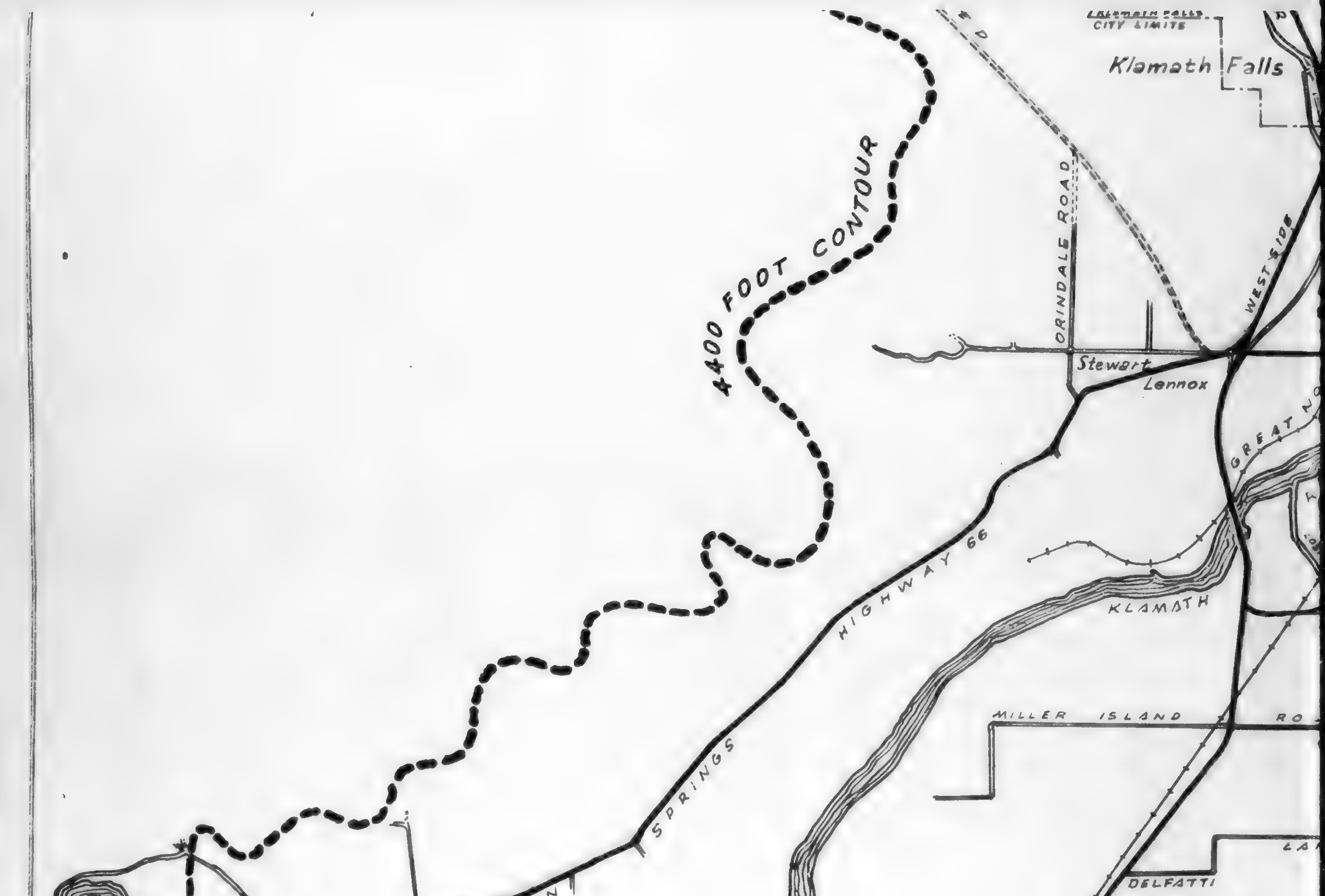
Enc. (duplicate in Royer's file)


NORTH
1/2
0
1 MILES
3000
0
3000
6000
FEET
SCALE: 1"=6250'
METROPOLITAN SERVICE AREA BOUNDARY
GE
E
CAMPUS
HOSPITAL
KLAMATH FALLS CITY LIMITS
OREGON WAY
OLD FORT ROAD
NEVADA ST.
LINK RIVER
BY-PASS
KLAMATH FALLS CITY LIMITS
Klamath Falls
U.S.R.S.
LAKE EWAUNA
SHASTA WAY
SOUTH 6TH STREET
23000
25000
23,200
22000
4,550
20,700
21,700
12,800
MADISON STREET
PATTERSON STREET
UNITY
VERMONT
WATSON
WESTERN
SKYLINE VIEW
HILYARD AVE
BOOTH ROAD
2,800
3150
8000
6,700
4,500
4,700
OREGON STATE HIGHWAY 140
OREGON CALIFORNIA AND EASTERN R.R.
Olene
ORINDALE ROAD
WEST SIDE
Stewart
Lennox
GREAT NORTHERN R.R.
RIVER
KLAMATH
LOST
WAY
LAVERNE AVE
ASHBURN
ALTAMONT DRIVE
SUMMERS LANE
MAIN
HOMEDALE ROAD
CANAL
GREAT NORTHERN R.R.
SOUTHERN PAC
JOHNS AVENUE
AIRWAY DRIVE
2,700
RIVER
JOE WRIGHT ROAD
DIVERSION
KLAMATH FALLS MUNICIPAL AIRPORT
CRYSTAL SPRING RD.
4100
Henley
HIGHWAY 39
ER ISLAND ROAD
ISLAND ROAD
CHANNEL
LANE
DELFATTI
ROAD
LOST RIVER DIVERSION CHANNEL
GREAT
REEDER ROAD
LOST RIVER
RIVER
LOST
NUSS LAKE
1 Kl.

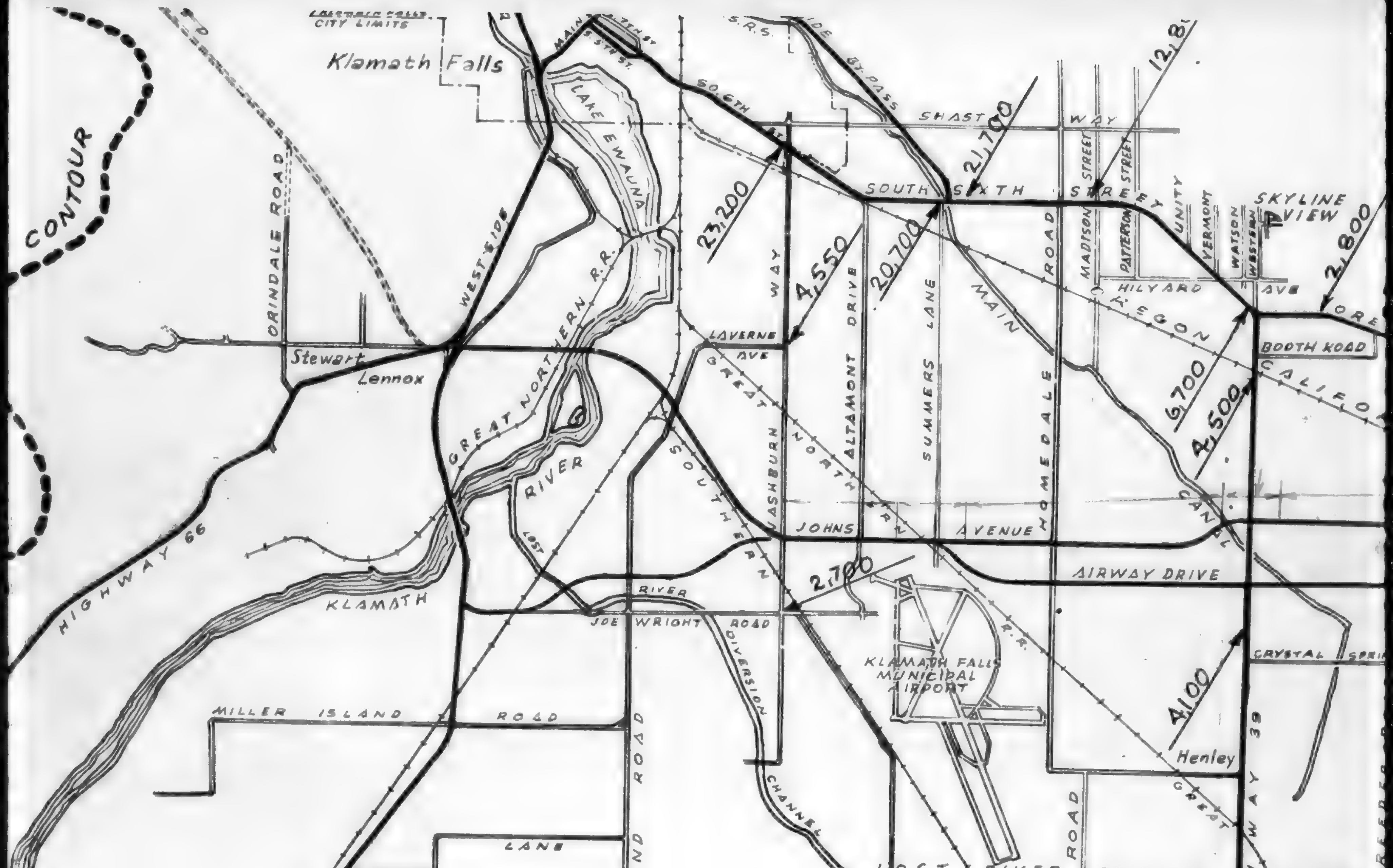

T37S
BUCK ISLAND
BENNETT POINT
U.S. HIGHWAY 97
SOUTHERN PACIFIC AND GREAT NORTHERN RAILROADS
GEARY RANCH
UPPER
KLAMATH
LAKE
WOCUS DRAINAGE CANAL
LAKESHORE DRIVE
NEVADA ST
BY-PASS
LINK RIVER
KLAMATH FALLS CITY LIMITS
Klamath Falls
4400 FOOT CONTOUR
ORINDALE ROAD
WEST SIDE
Stewart
Lennox
GREAT N
GHWAY 66
KLAMATH

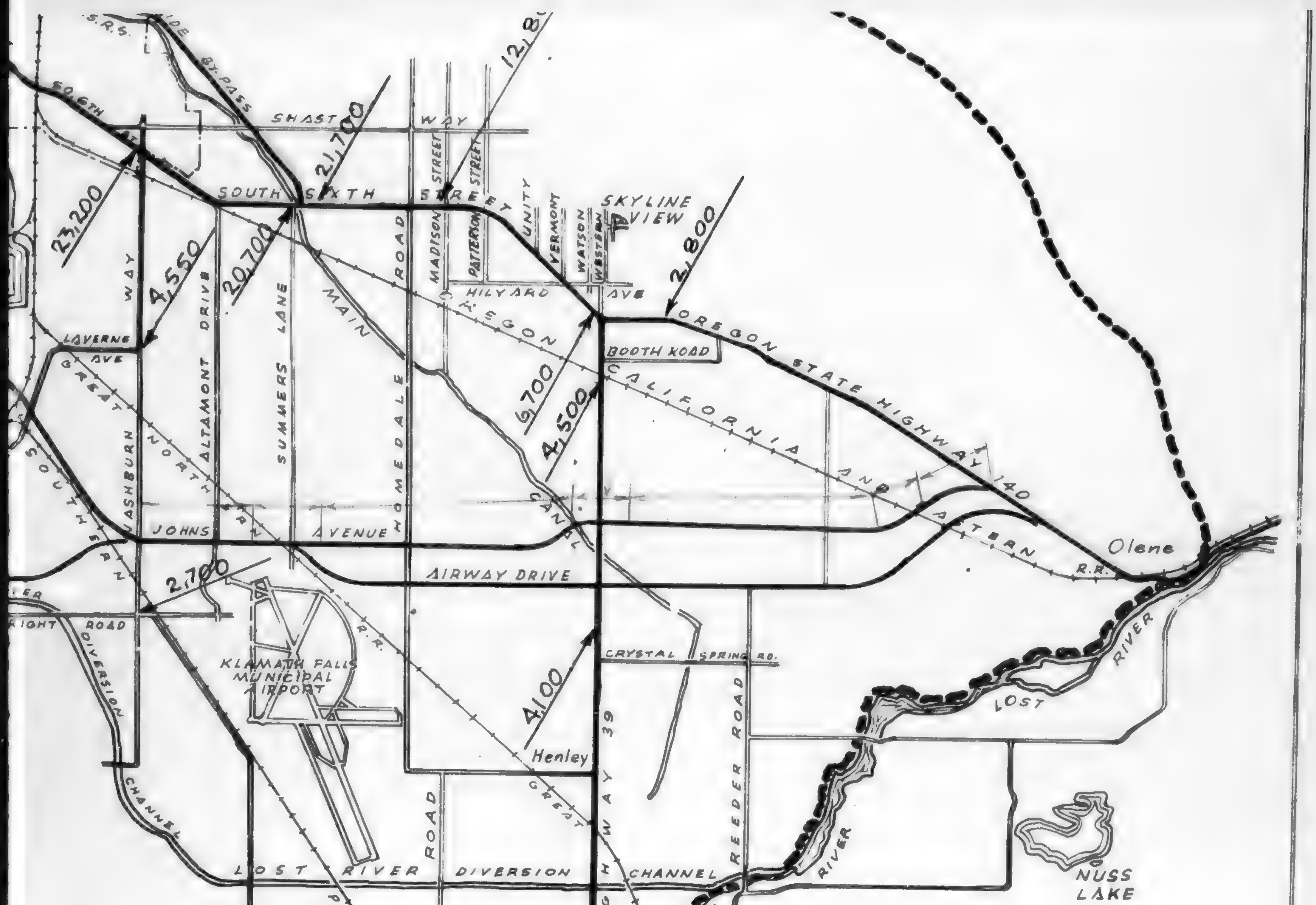

ME
SE
T37S
HOGBACK MOUNTAIN RIDGE
U.S. HIGHWAY 97
SOUTHERN PACIFIC AND GREAT NORTHERN RAILROADS
UPPER
KLAMATH
LAKE
DRIVE
O.T.I. CAMPUS
HOSPITAL
OLD O.T.I. CAMPUS
KLAMATH FALLS CITY LIMITS
KIT CARSON WAY
OLD FORT ROAD
NEVADA ST.
ORIGON AV.
15TH ST.
BY-PASS
LINK RIVER
N. 11TH
MAIN ST.
S. 7TH ST.
S. 5TH ST.
EAST SIDE BY-PASS
U.S.R.S.
KLAMATH FALLS CITY LIMITS
Klamath Falls
LAKE EWAUNA
SO. 6TH ST.
SHASTA WAY
12,800
21,700
23,200
SOUTH SIXTH STREET
MADISON STREET
PATTERSON STREET
UNITY
VERMONT
WATSON
WESTERN
SKYLINE VIEW
2,800
HILYARD AVE
OREGON
CALIFORNIA
BOOTH ROAD
6700
4,500
4,550
20,700
WASHBURN WAY
ALTAMONT DRIVE
SUMMERS LANE
MAIN
HOMEDALE ROAD
CANAL
ORINDALE ROAD
WEST SIDE
Stewart
Lennox
LAVERNE AVE
GREAT NORTHERN R.R.
GREAT NORTHERN R.R.
SOUTHERN
RIVER
LOST
JOHNS AVENUE
AIRWAY DRIVE
2,700
HIGHWAY 66
KLAMATH
RIVER
TOUR


METROPOLITAN SERVICE AREA MAP
JUNE 1969
NORTH
1 1/2 0 1 MILES
3000 0 3000 6000 FEET
SCALE: 1" = 6250'
METROPOLITAN SERVICE AREA BOUNDARY
HOGBACK MOUNTAIN RIDGE
OLD O.T.I. CAMPUS
FORT ROAD
SIDE BY-PASS
SHASTA WAY
SOUTH SIXTH STREET
MADISON STREET
PATTERSON STREET
UNITY
VERMONT
WATSON
WESTERN
SKYLINE VIEW
HILYARD AVE
BOOTH ROAD
OREGON STATE HIGHWAY 140
OREGON CALIFORNIA AND EASTERN R.R.
MAIN CANAL
HOMEDALE ROAD
SUMMERS LANE
ALTAMONT DRIVE
WASHBURN WAY
NORTH
JOHNS AVENUE
AIRWAY DRIVE
Olene
12,800
21,700
20,700
4,550
2,800
6,700
4,500
2,700


KLAMATH FALLS CITY LIMITS
Klamath Falls
4400 FOOT CONTOUR
ORINDALE ROAD
WEST SIDE
Stewart
Lennox
GREAT NO
HIGHWAY 66
SPRINGS
GREEN
KLAMATH
MILLER ISLAND RO
LA
DELFATTI
LOW
Keno
SPRINGS HWY 66
GREEN
KLAMATH
RIVER
RIVER
KLAMATH
KENO WORDEN ROAD
SOUTHERN PACIFIC RAILROAD
U.S. HIGHWAY 97

LA-170.00


Klamath Falls City Limits
Klamath Falls
CONTOUR
Orindale Road
West Side
Main
S. 5th St.
So. 6th St.
S.R.S.
Side By-Pass
Shasta Way
South Sixth Street
Lake Ewauna
Great Northern R.R.
23,200
21,700
20,700
4,550
12,8
2,800
6,700
4,500
2,700
4,100
Madison Street
Patterson Street
Unity
Vermont
Watson
Western
Skyline View
Hilyard Ave
Oregon California
Booth Road
Stewart
Lennox
Laverne Ave
Washburn Way
Altamont Drive
Summers Lane
Homedale Road
Main Canal
Highway 66
Klamath River
Lost River
Southern Pacific
Johns Avenue
Airway Drive
Joe Wright Road
Lost River Diversion Channel
Klamath Falls Municipal Airport
Crystal Spri
Henley
Great Northern R.R.
Oregon State Highway 39
Miller Island Road
Old Midland Road
Delfatti Lane
Midland Road
Lower Klamath Lake Road
Spring Lake Road
Homedale Road
Spring Lake
Southern Pacific Railroad
U.S. Highway 97
River
Lost River
Kl


S.R.S.
SIDE BY-PASS
SO. 6TH ST.
SHASTA WAY
12,8
21,700
23,200
SOUTH SIXTH STREET
MADISON STREET
PATTERSON STREET
UNITY
VERMONT
WATSON
WEBSTER
SKYLINE VIEW
3,800
4,550
20,700
WASHBURN WAY
ALTAMONT DRIVE
SUMMERS LANE
MAIN
HOMEDALE ROAD
HILYARD AVE
BOOTH ROAD
OREGON STATE HIGHWAY 140
OREGON CALIFORNIA AND EASTERN R.R.
6,700
4,500
LAVERNE AVE
GREAT NORTHERN R.R.
SOUTHERN PACIFIC R.R.
JOHNS AVENUE
CANAL
Olene
AIRWAY DRIVE
2,700
RIGHT ROAD
DIVERSION
KLAMATH FALLS MUNICIPAL AIRPORT
CRYSTAL SPRING RD.
4,100
Henley
OREGON STATE HIGHWAY 39
REEDER ROAD
LOST RIVER
NUSS LAKE
CHANNEL
LOST RIVER DIVERSION CHANNEL
ROAD
MIDLAND ROAD
HILL ROAD
KLAMATH LAKE ROAD
SPRING LAKE
HOMEDALE
LOST RIVER
SPRING LAKE

KLAMATH COUNTY PLANNING DEPARTMENT

SISTER CITY:
ROTORUA, NEW ZEALAND

CITY OF KLAMATH FALLS, OREGON
226 SO. FIFTH STREET TELEPHONE 884-3161
AREA CODE 503 ZIP CODE 97601

August 18, 1971

Mr. Mark B. Bovee
Transportation Studies Engineer
521 Highway Building
Salem, Oregon 97310

Re: Klamath Falls CBD - Truck Traffic

Dear Mark:

Enclosed is a report made to the Planning Commission which outlines truck traffic movement in the central business district. The data consists of raw traffic volumes observed in January, 1971. No adjustment has been made for the season of the year. At the time we took the data, there was no significant activities to upset the truck traffic pattern. Construction work was in process on the Eastside Bypass at this time but through traffic movement was provided.

Please let me know if you need any explanation of the information present.

Sincerely,

R H Tutty

Roger H. Tutty, P.E.
Director of Public Works

RT:mb

Enclosure

SISTER CITY:
ROTORUA, NEW ZEALAND

CITY OF KLAMATH FALLS, OREGON
226 SO. FIFTH STREET ... TELEPHONE 884-2161
AREA CODE 503 ZIP CODE 97601

DATE: February 1, 1971

TO: Glenn Story, Planning Director

FROM: Roger H. Tutty, Director of Public Works

SUBJECT: Central Business District Truck Movements

This office has recently completed an analysis of truck traffic patterns within the Klamath Falls central business district. The study was made in conjunction with the truck route presently being considered by the Planning Commission through property owned by Modoc Lumber Company. The study was also made in compliance with a general request from the City Manager to evaluate the effect of truck movements on the core business area. The result of the study is summarized on the attached schematic drawing which I believe is self-explanatory.

The data represents the average daily truck traffic on selected streets within the C.B.D.. The streets were confined to those situated generally west of Sixth Street. It is apparent from the reports, however, that the C.B.D. has significant truck movements from as far east as 7th Street or perhaps 8th Street. The data classifies the truck movements by size of vehicle in terms of the number of axles. Small delivery trucks (those having a single rear axle with single rear wheels) were not included in the study.

Because of the influence of Modoc Lumber Company as a generator of truck traffic, logging trucks were separately classed. The other generators of truck traffic were taken as a warehouse and shipping area, generally situated east of 6th Street and south of Klamath Avenue. These generators are shown on the drawing as a cross-hatched area.

To obtain the data, visual counting stations were set up at three locations. The most western station was at the junction of Klamath Avenue with Main Street. The most southern location was at the junction of South 5th Street with South 6th Street in the vicinity of Broad Street. The third location was at the intersection of 6th Street with Main Street.

The following general observations can be made based on the data that was collected:

1. The predominant overall truck movement is from west to south, and from south to west. An average of 313 trucks per day passed the Klamath-Main counting station, and 238 per day passed the

South 5th-South 6th Street counting station. In contrast, only 67 trucks per day were westbound on Main Street between 7th Street and 6th Street.

2. It is reasonable to assume that the 67 trucks per day on Main Street were generated by the warehouse-shipping area by noting the very close balance of truck traffic volume (67 + 238 vs 313).
3. The number of trucks entering and leaving the warehouse-shipping area via Commercial and Broad Streets is insignificant when compared with the truck generating capacities of the area. General observation in the field indicates that the intersections of Spring and Market Streets with South 6th Street serve as the primary southern exit and entrance to the warehouse-shipping area.
4. A predominant number of 4 axle trucks enter and leave the C.B.D. at its western edge. The warehouse-shipping area serves as the major traffic generator for this class of truck.
5. Trucks circulating within the C.B.D. are predominantly the 2 axle or 3 axle type. Approximately 60% of these two classes of trucks, however, display the west to south, and the south to west through movement.
6. Logging trucks entering the C.B.D. at the western end, which are destined for the 4th Street and Willow Street entrance to Modoc Lumber Company represent about 50% of the 5 axle circulating in the C.B.D.. These same trucks, however, represent only 18% of all trucks entering the western end of the C.B.D..

It is apparent from the data collected that logging trucks, by themselves, do not constitute the major truck traffic problem within the C.B.D.. Klamath Falls serves as a transfer point for commerce coming from the Medford area and destined for the trade influence area surrounding Klamath Falls. Because of the major highway routings, Klamath Falls also must receive the through truck movements. Because the warehouse-shipping area is directly associated with a rail system there is some significant amount of traffic generated within Klamath Falls and destined for communities some distance away from Klamath Falls.

In terms of the benefits of a truck route between the western edge of the C.B.D. and the southern edge of the C.B.D., the data would indicate the following:

1. Of all the 5 axle trucks entering the western edge of the C.B.D. (a) 35% would be through traffic, (b) 50% would be logging trucks destined for Modoc Lumber Company, and (c) 15% would be destined for the warehouse-shipping area, or a point east of South 6th Street.
2. Of all the 5 axle trucks travelling Main between 5th and 6th Streets (a) 12% come from a point on East Main, (b) 22% come from the warehouse-shipping area, and (c) 66% can be classified as through traffic entering the southern edge of the C.B.D..

MAIN E OF
SO. 6TH
RHJ.

3. Of the 4 axle trucks entering the western edge of the C.B.D. (a) 5% can be classified as through truck movement, (b) 75% of the trucks are destined for the warehouse-shipping area, and (c) 20% are circulating within the C.B.D.

4. Of the 4 axle trucks travelling Main Street between 5th and 6th (a) 28% come from the warehouse-shipping area or the C.B.D., (b) 66% come from a point on East Main which is probably the warehouse-shipping area, and (c) 6% are through trucks which enter the southern edge of the C.B.D..

MAIN E OF
So 6TH

(With respect to a and b above, it should be noted that this traffic could also be classified as through traffic if there were a direct connection between the warehouse-shipping area and the western edge of the C.B.D.. This traffic is probably travelling Main Street because the current traffic congestion makes this the most simple route for the driver to follow.)

5. In considering the 3 axle trucks, it is difficult to isolate through movements from circulating movements in the C.B.D.. Based on the raw data collected, however, the following conclusions can be drawn:

   (a) Of the 3 axle trucks entering the western edge of the C.B.D., 57% are southbound and 43% are eastbound.

   (b) Of the 3 axle trucks travelling Main between 5th and 6th Streets, 96% entered the southern edge of the C.B.D. and 4% the eastern edge of the C.B.D.. Only 33% of this group was destined for the western edge of the C.B.D..

6. The variety of trucks of the 2 axle class complicates an analysis of their movements. Using the raw data available, the following conclusions can be drawn:

   (a) Of the 2 axle trucks entering the western edge of the C.B.D., 54% are southbound and 42% eastbound.

   (b) Of the 2 axle trucks using Main between 5th and 6th streets, 61% come from the south and 39% come from the east. 62% of these trucks are destined for the western edge of the C.B.D..

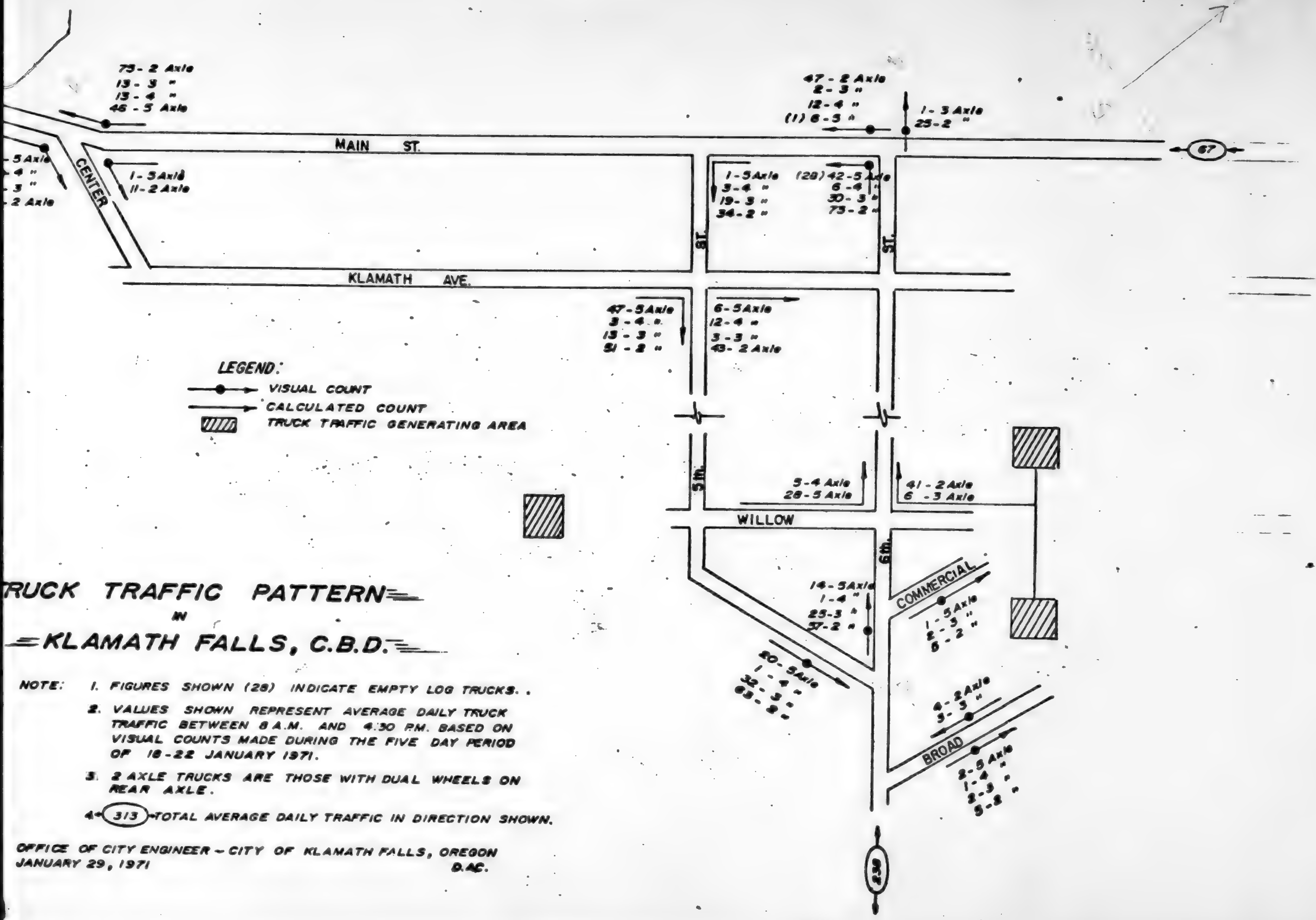
I hope the study that has been made is of value to the Planning Commission in determining the advantages and disadvantages of a truck route through the Modoc property. I think the data also has some significant value in determining the effect of truck traffic on the core business area. Please let me know if we can provide additional information on this subject.

Sincerely,

Roger H. Tutty, P.E.
Director of Public Works

RHT:dr

cc: City Manager
Chamber of Commerce


73 - 2 Axle
13 - 3 "
13 - 4 "
46 - 5 Axle
5 Axle
4 "
3 "
2 Axle
CENTER
1 - 3 Axle
11 - 2 Axle
MAIN ST.
47 - 2 Axle
2 - 3 "
12 - 4 "
(1) 6 - 5 "
1 - 3 Axle
25 - 2 "
67
1 - 5 Axle
3 - 4 "
19 - 3 "
34 - 2 "
(28) 42 - 5 Axle
6 - 4 "
30 - 3 "
73 - 2 "
ST.
ST.
KLAMATH AVE.
47 - 5 Axle
3 - 4 "
13 - 3 "
51 - 2 "
6 - 5 Axle
12 - 4 "
3 - 3 "
43 - 2 Axle
LEGEND:
VISUAL COUNT
CALCULATED COUNT
TRUCK TRAFFIC GENERATING AREA
5th.
3 - 4 Axle
28 - 5 Axle
41 - 2 Axle
6 - 3 Axle
WILLOW
6th.
14 - 5 Axle
1 - 4 "
25 - 3 "
57 - 2 "
COMMERCIAL
1 - 5 Axle
2 - 3 "
6 - 2 "
20 - 5 Axle
1 - 4 "
32 - 3 "
63 - 2 "
4 - 2 Axle
3 - 3 "
BROAD
2 - 5 Axle
1 - 4 "
2 - 3 "
5 - 2 "
238

RUCK TRAFFIC PATTERN
IN
KLAMATH FALLS, C.B.D.

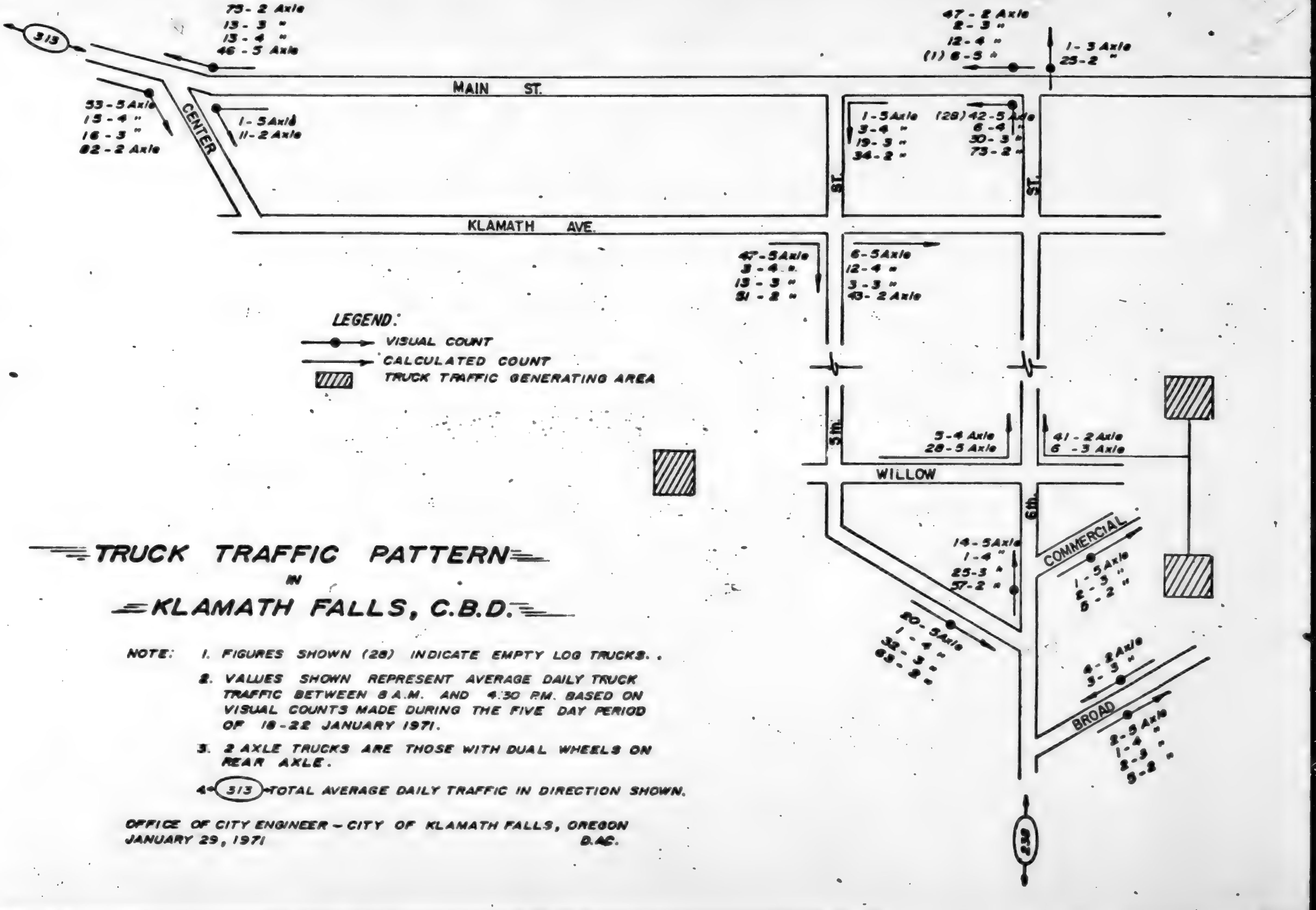
NOTE: 1. FIGURES SHOWN (28) INDICATE EMPTY LOG TRUCKS.

2. VALUES SHOWN REPRESENT AVERAGE DAILY TRUCK TRAFFIC BETWEEN 8 A.M. AND 4:30 P.M. BASED ON VISUAL COUNTS MADE DURING THE FIVE DAY PERIOD OF 18-22 JANUARY 1971.

3. 2 AXLE TRUCKS ARE THOSE WITH DUAL WHEELS ON REAR AXLE.

4. (313) TOTAL AVERAGE DAILY TRAFFIC IN DIRECTION SHOWN.

OFFICE OF CITY ENGINEER – CITY OF KLAMATH FALLS, OREGON
JANUARY 29, 1971 D.A.C.

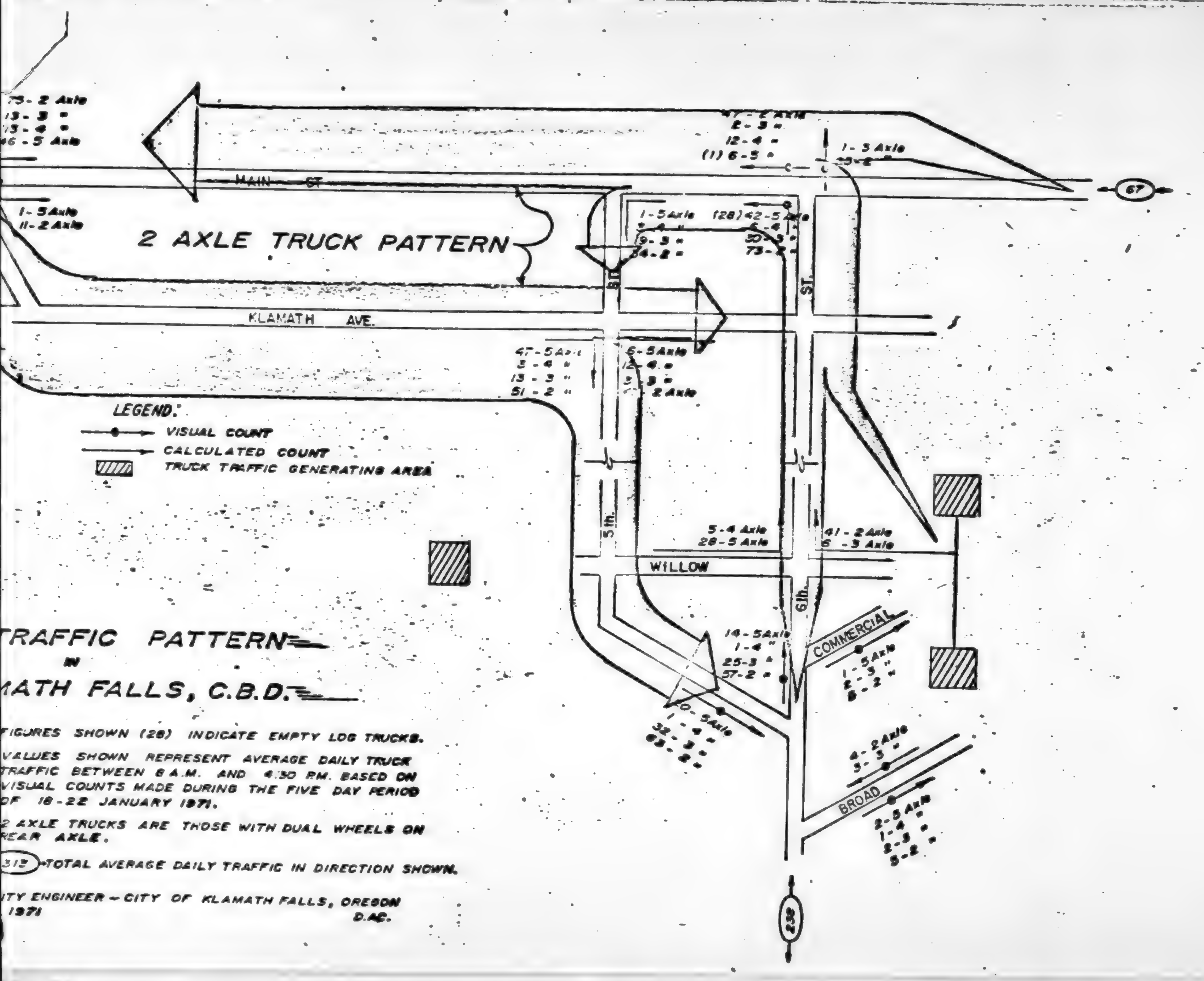

313
75- 2 Axle
13 - 3 "
13 - 4 "
46 - 5 Axle
53 - 5 Axle
15 - 4 "
16 - 3 "
82 - 2 Axle
CENTER
1- 5 Axle
11- 2 Axle
MAIN ST.
KLAMATH AVE.
47 - 2 Axle
2 - 3 "
12 - 4 "
(1) 6 - 5 "
1- 3 Axle
25- 2 "
1 - 5 Axle
3 - 4 "
19 - 3 "
34 - 2 "
(28) 42 - 5 Axle
6 - 4 "
30 - 3 "
73 - 2 "
ST.
ST.
47 - 5 Axle
3 - 4 "
13 - 3 "
51 - 2 "
6 - 5 Axle
12 - 4 "
3 - 3 "
43- 2 Axle
LEGEND:
VISUAL COUNT
CALCULATED COUNT
TRUCK TRAFFIC GENERATING AREA
5th.
3 - 4 Axle
28 - 5 Axle
41 - 2 Axle
6 - 3 Axle
WILLOW
6th.
14 - 5 Axle
1 - 4 "
25-3 "
57-2 "
COMMERCIAL
1 - 5 Axle
1 - 3 "
2 - 2 "
5
20 - 5 Axle
1 - 4 "
32 - 3 "
63 - 2 "
6 - 2 Axle
3 - 3 "
BROAD
2 - 5 Axle
1 - 4 "
1 - 3 "
2 - 3 "
5 - 2

TRUCK TRAFFIC PATTERN
IN
KLAMATH FALLS, C.B.D.

NOTE:

1. FIGURES SHOWN (28) INDICATE EMPTY LOG TRUCKS. .
2. VALUES SHOWN REPRESENT AVERAGE DAILY TRUCK TRAFFIC BETWEEN 8 A.M. AND 4:30 P.M. BASED ON VISUAL COUNTS MADE DURING THE FIVE DAY PERIOD OF 18-22 JANUARY 1971.
3. 2 AXLE TRUCKS ARE THOSE WITH DUAL WHEELS ON REAR AXLE.
4. (313) TOTAL AVERAGE DAILY TRAFFIC IN DIRECTION SHOWN.

OFFICE OF CITY ENGINEER – CITY OF KLAMATH FALLS, OREGON
JANUARY 29, 1971 D.AC.


73 - 2 Axle
13 - 3 "
13 - 4 "
46 - 5 Axle
MAIN ST
1 - 5 Axle
11 - 2 Axle
2 AXLE TRUCK PATTERN
47 - 2 Axle
2 - 3 "
12 - 4 "
(1) 6 - 5 "
1 - 3 Axle
67
1 - 5 Axle
9 - 3 "
34 - 2 "
(28) 42 - 5 Axle
6 - 4
50 - 3 "
73 - 2 "
8th
ST.
KLAMATH AVE.
47 - 5 Axle
3 - 4 "
13 - 3 "
51 - 2 "
6 - 5 Axle
12 - 4 "
3 - 3 "
2 Axle
LEGEND:
VISUAL COUNT
CALCULATED COUNT
TRUCK TRAFFIC GENERATING AREA
5th.
5 - 4 Axle
28 - 5 Axle
41 - 2 Axle
6 - 3 Axle
WILLOW
6th.
14 - 5 Axle
1 - 4 "
25 - 3 "
57 - 2 "
COMMERCIAL
1 - 5 Axle
2 - 3 "
5 - 2 "
0 - 5 Axle
1 - 4 "
32 - 3 "
63 - 2 "
4 - 2 Axle
3 - 3 "
BROAD
2 - 5 Axle
1 - 4 "
2 - 3 "
5 - 2 "
238

TRAFFIC PATTERN
IN
MATH FALLS, C.B.D.

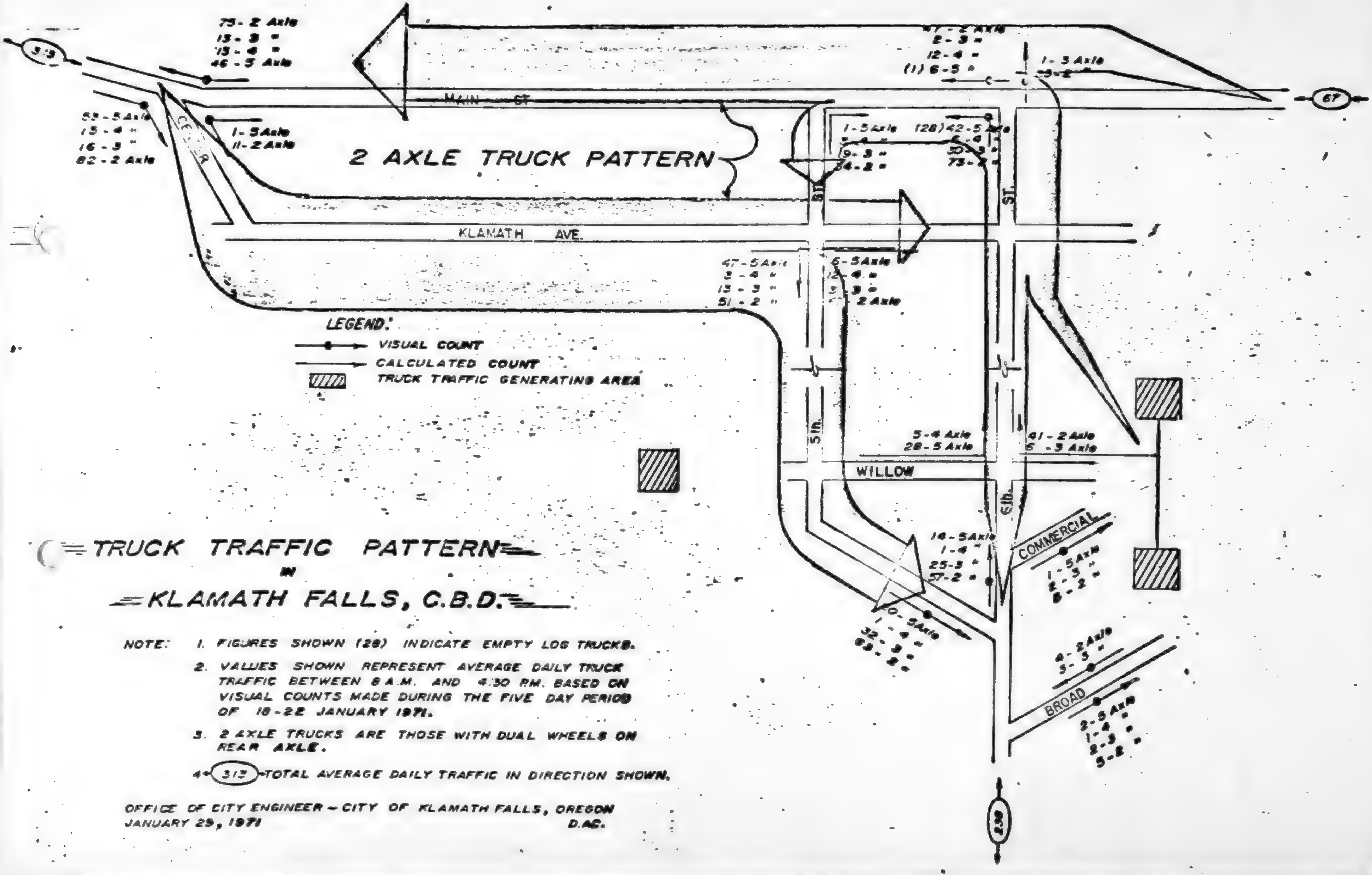
IGURES SHOWN (28) INDICATE EMPTY LOG TRUCKS.

VALUES SHOWN REPRESENT AVERAGE DAILY TRUCK TRAFFIC BETWEEN 6 A.M. AND 4:30 P.M. BASED ON VISUAL COUNTS MADE DURING THE FIVE DAY PERIOD OF 18-22 JANUARY 1971.

2 AXLE TRUCKS ARE THOSE WITH DUAL WHEELS ON REAR AXLE.

(313) TOTAL AVERAGE DAILY TRAFFIC IN DIRECTION SHOWN.

ITY ENGINEER – CITY OF KLAMATH FALLS, OREGON
1971 D.AC.

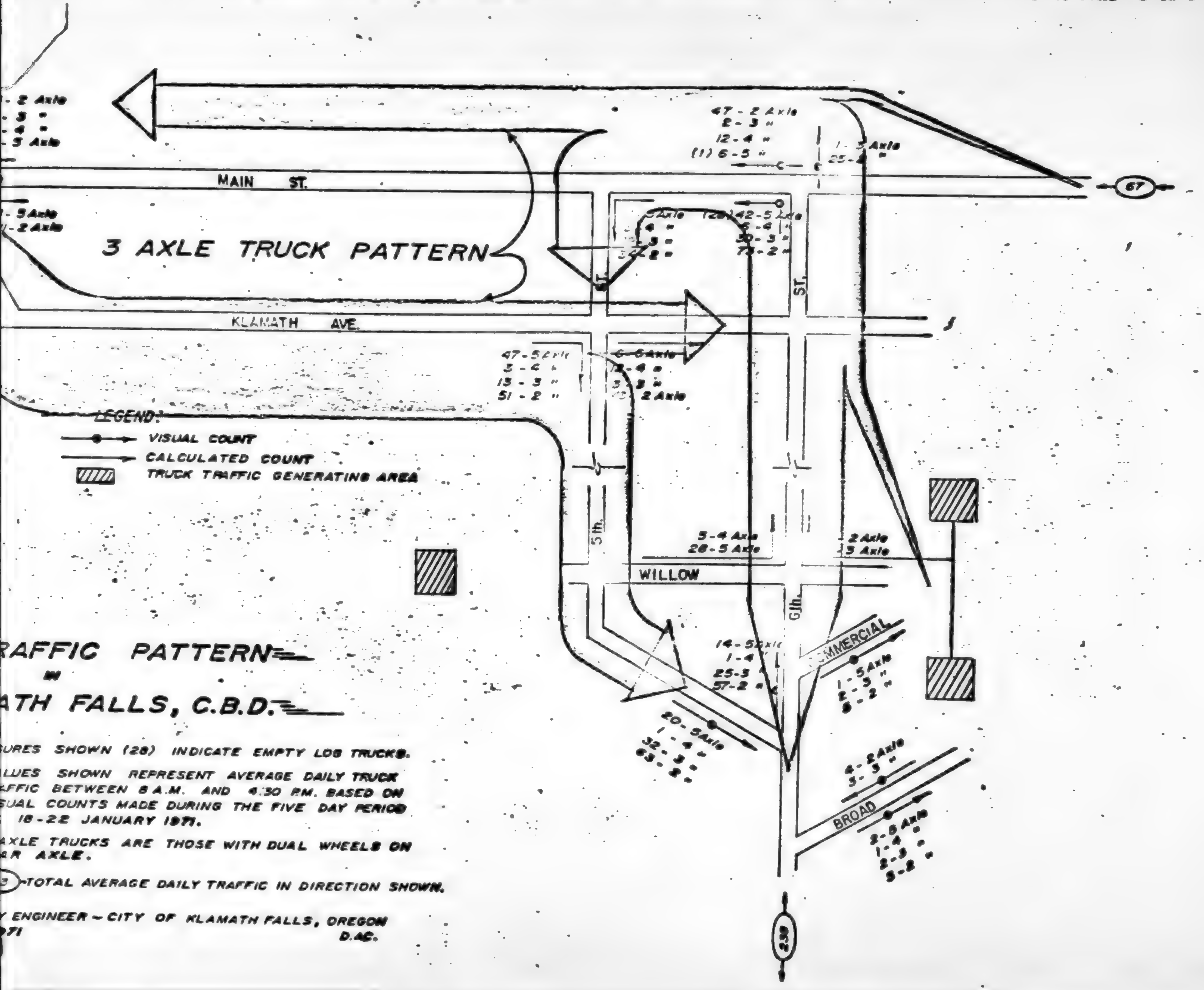

313
73 - 2 Axle
13 - 3 "
13 - 4 "
46 - 5 Axle
53 - 5 Axle
13 - 4 "
16 - 3 "
82 - 2 Axle
1 - 5 Axle
11 - 2 Axle
CEDAR
MAIN ST.
2 AXLE TRUCK PATTERN
47 - 2 Axle
2 - 3 "
12 - 4 "
(1) 6 - 5 "
1 - 3 Axle
3 - 2 "
67
1 - 5 Axle
- 4 "
19 - 3 "
34 - 2 "
(28) 42 - 5 Axle
6 - 4 "
30 - 3 "
73 - 2 "
5th. ST.
6th. ST.
KLAMATH AVE.
47 - 5 Axle
3 - 4 "
13 - 3 "
51 - 2 "
6 - 5 Axle
12 - 4 "
3 - 3 "
2 Axle
LEGEND:
VISUAL COUNT
CALCULATED COUNT
TRUCK TRAFFIC GENERATING AREA
5 - 4 Axle
28 - 5 Axle
41 - 2 Axle
6 - 3 Axle
5th.
WILLOW
6th.
14 - 5 Axle
1 - 4 "
25 - 3 "
57 - 2 "
COMMERCIAL
1 - 5 Axle
1 - 3 "
2 - 2 "
5
10 - 5 Axle
1 - 4 "
32 - 3 "
63 - 2 "
4 - 2 Axle
3 - 3 "
BROAD
2 - 5 Axle
1 - 4 "
1 - 3 "
2 - 3 "
5 - 2 "
238

TRUCK TRAFFIC PATTERN
IN
KLAMATH FALLS, C.B.D.

NOTE:

1. FIGURES SHOWN (28) INDICATE EMPTY LOG TRUCKS.
2. VALUES SHOWN REPRESENT AVERAGE DAILY TRUCK TRAFFIC BETWEEN 8 A.M. AND 4:30 P.M. BASED ON VISUAL COUNTS MADE DURING THE FIVE DAY PERIOD OF 18-22 JANUARY 1971.
3. 2 AXLE TRUCKS ARE THOSE WITH DUAL WHEELS ON REAR AXLE.
4. (313) TOTAL AVERAGE DAILY TRAFFIC IN DIRECTION SHOWN.

OFFICE OF CITY ENGINEER – CITY OF KLAMATH FALLS, OREGON
JANUARY 29, 1971 D.A.C.


- 2 Axle
- 3 "
- 4 "
- 5 Axle
MAIN ST.
- 5 Axle
- 2 Axle
3 AXLE TRUCK PATTERN
47 - 2 Axle
2 - 3 "
12 - 4 "
(1) 6 - 5 "
1 - 3 Axle
25 - 4 "
67
5 Axle
4 "
3 "
2 "
(28) 42 - 5 Axle
5 - 4 "
50 - 3 "
73 - 2 "
ST.
ST.
KLAMATH AVE.
47 - 5 Axle
3 - 4 "
13 - 3 "
51 - 2 "
6 - 5 Axle
12 - 4 "
3 - 3 "
2 Axle
LEGEND:
VISUAL COUNT
CALCULATED COUNT
▨ TRUCK TRAFFIC GENERATING AREA
5th.
5 - 4 Axle
28 - 5 Axle
2 Axle
3 Axle
WILLOW
6th.
14 - 5 Axle
1 - 4 "
25 - 3 "
57 - 2 "
COMMERCIAL
1 - 5 Axle
2 - 3 "
8 - 2 "
20 - 5 Axle
1 - 4 "
32 - 3 "
63 - 2 "
4 - 2 Axle
3 - 3 "
BROAD
2 - 5 Axle
1 - 4 "
2 - 3 "
5 - 2 "
238

RAFFIC PATTERN

in

ATH FALLS, C.B.D.

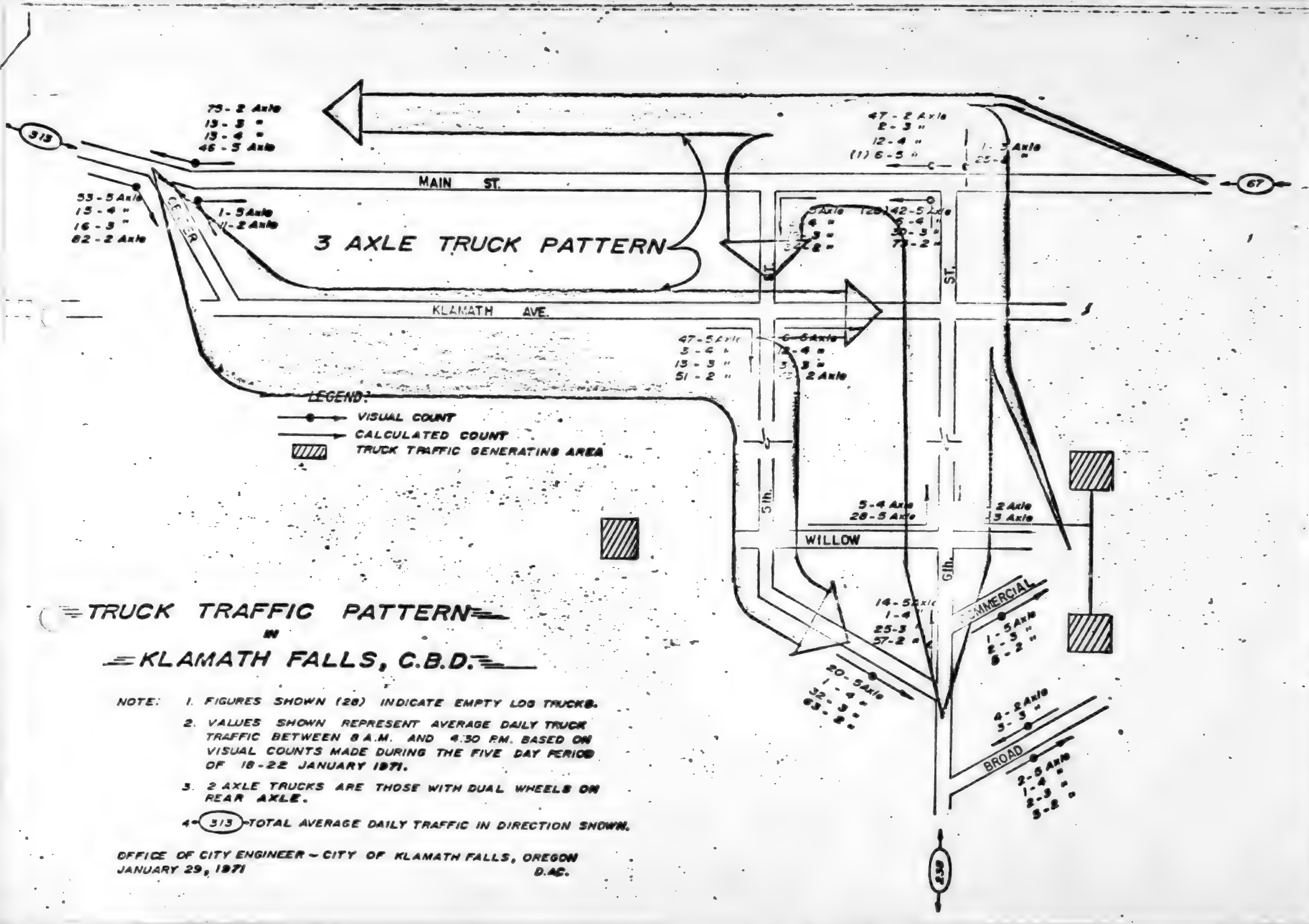
URES SHOWN (28) INDICATE EMPTY LOG TRUCKS.

LUES SHOWN REPRESENT AVERAGE DAILY TRUCK
AFFIC BETWEEN 8 A.M. AND 4:30 P.M. BASED ON
SUAL COUNTS MADE DURING THE FIVE DAY PERIOD
18-22 JANUARY 1971.

AXLE TRUCKS ARE THOSE WITH DUAL WHEELS ON
AR AXLE.

3) -TOTAL AVERAGE DAILY TRAFFIC IN DIRECTION SHOWN.

ENGINEER — CITY OF KLAMATH FALLS, OREGON
71 D.AC.


313
75 - 2 Axle
13 - 3 "
13 - 4 "
46 - 5 Axle
53 - 5 Axle
15 - 4 "
16 - 3 "
82 - 2 Axle
1 - 5 Axle
11 - 2 Axle
MAIN ST.
3 AXLE TRUCK PATTERN
47 - 2 Axle
2 - 3 "
12 - 4 "
(1) 6 - 5 "
1 - 5 Axle
25 - "
67
5 Axle
4 "
3 "
2 "
(28) 42 - 5 Axle
6 - 4 "
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ST.
ST.
KLAMATH AVE.
47 - 5 Axle
3 - 4 "
13 - 3 "
51 - 2 "
6 - 5 Axle
12 - 4 "
3 - 3 "
2 Axle
LEGEND:
VISUAL COUNT
CALCULATED COUNT
TRUCK TRAFFIC GENERATING AREA
5th.
5 - 4 Axle
28 - 5 Axle
2 Axle
3 Axle
WILLOW
6th.
COMMERCIAL
14 - 5 Axle
1 - 4 "
25 - 3 "
57 - 2 "
1 - 5 Axle
2 - 3 "
8 - 2 "
20 - 5 Axle
1 - 4 "
32 - 3 "
63 - 2 "
4 - 2 Axle
3 - 3 "
BROAD
2 - 5 Axle
1 - 4 "
2 - 3 "
3 - 2 "
239

TRUCK TRAFFIC PATTERN
IN
KLAMATH FALLS, C.B.D.

NOTE:
1. FIGURES SHOWN (28) INDICATE EMPTY LOG TRUCKS.
2. VALUES SHOWN REPRESENT AVERAGE DAILY TRUCK TRAFFIC BETWEEN 8 A.M. AND 4:30 P.M. BASED ON VISUAL COUNTS MADE DURING THE FIVE DAY PERIOD OF 18-22 JANUARY 1971.
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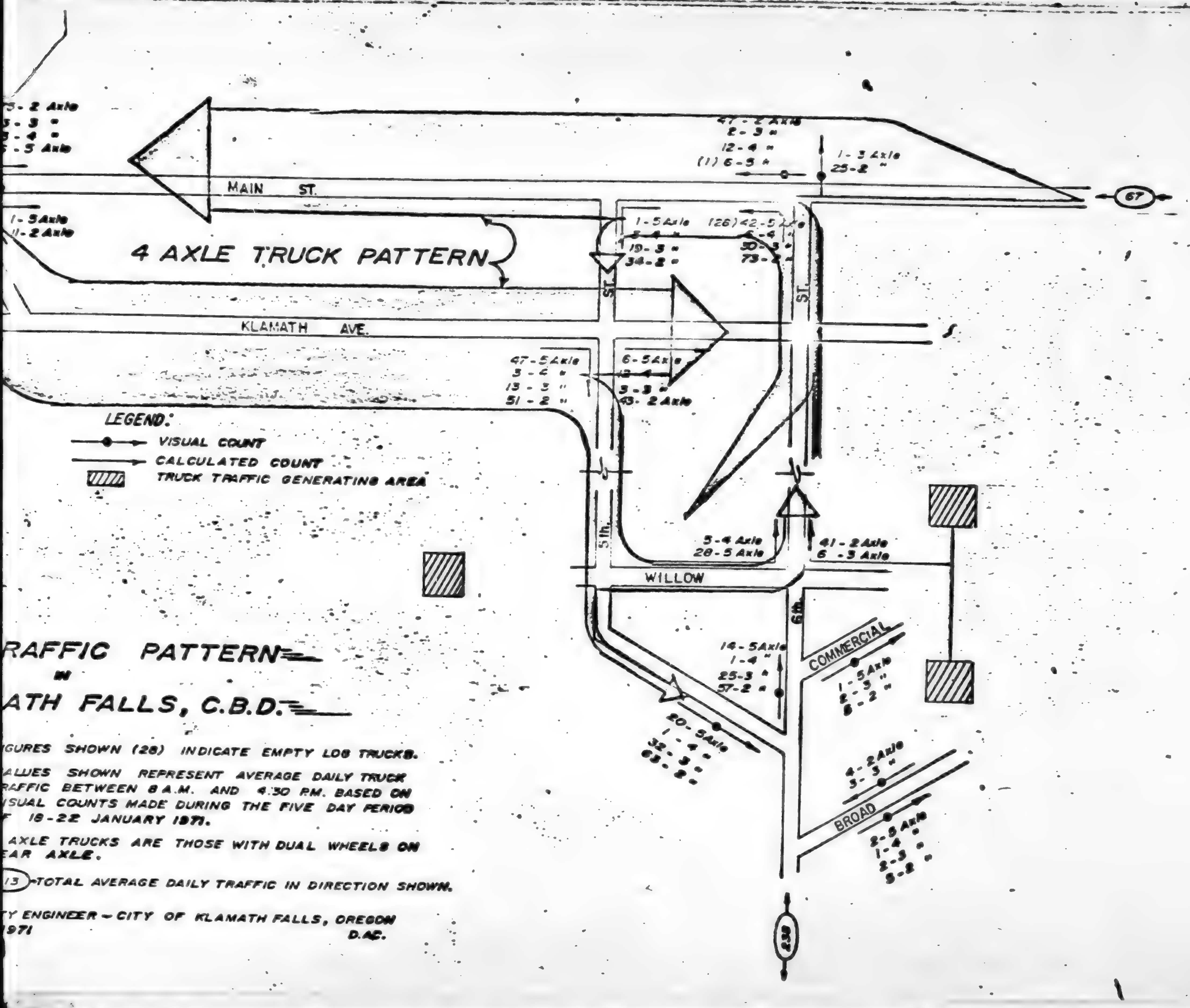
4. (313) TOTAL AVERAGE DAILY TRAFFIC IN DIRECTION SHOWN.

OFFICE OF CITY ENGINEER - CITY OF KLAMATH FALLS, OREGON
JANUARY 29, 1971 D.AC.


3 - 2 Axle
3 - 3 "
3 - 4 "
5 - 5 Axle
1 - 5 Axle
11 - 2 Axle
4 AXLE TRUCK PATTERN
MAIN ST.
KLAMATH AVE.
47 - 2 Axle
2 - 3 "
12 - 4 "
(1) 6 - 5 "
1 - 3 Axle
25 - 2 "
67
1 - 5 Axle
5 - 4 "
19 - 3 "
34 - 2 "
(26) 42 - 5 Axle
5 - 4 "
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73 - 2 "
ST.
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47 - 5 Axle
3 - 4 "
13 - 3 "
51 - 2 "
6 - 5 Axle
12 - 4
3 - 3 "
43 - 2 Axle
LEGEND:
VISUAL COUNT
CALCULATED COUNT
TRUCK TRAFFIC GENERATING AREA
5th.
5 - 4 Axle
28 - 5 Axle
41 - 2 Axle
6 - 3 Axle
WILLOW
6th.
COMMERCIAL
14 - 5 Axle
1 - 4 "
25 - 3 "
57 - 2 "
1 - 5 Axle
2 - 3 "
5 - 2 "
20 - 5 Axle
1 - 4 "
32 - 3 "
63 - 2 "
4 - 2 Axle
3 - 3 "
BROAD
2 - 5 Axle
1 - 4 "
2 - 3 "
5 - 2
238

RAFFIC PATTERN
IN
ATH FALLS, C.B.D.

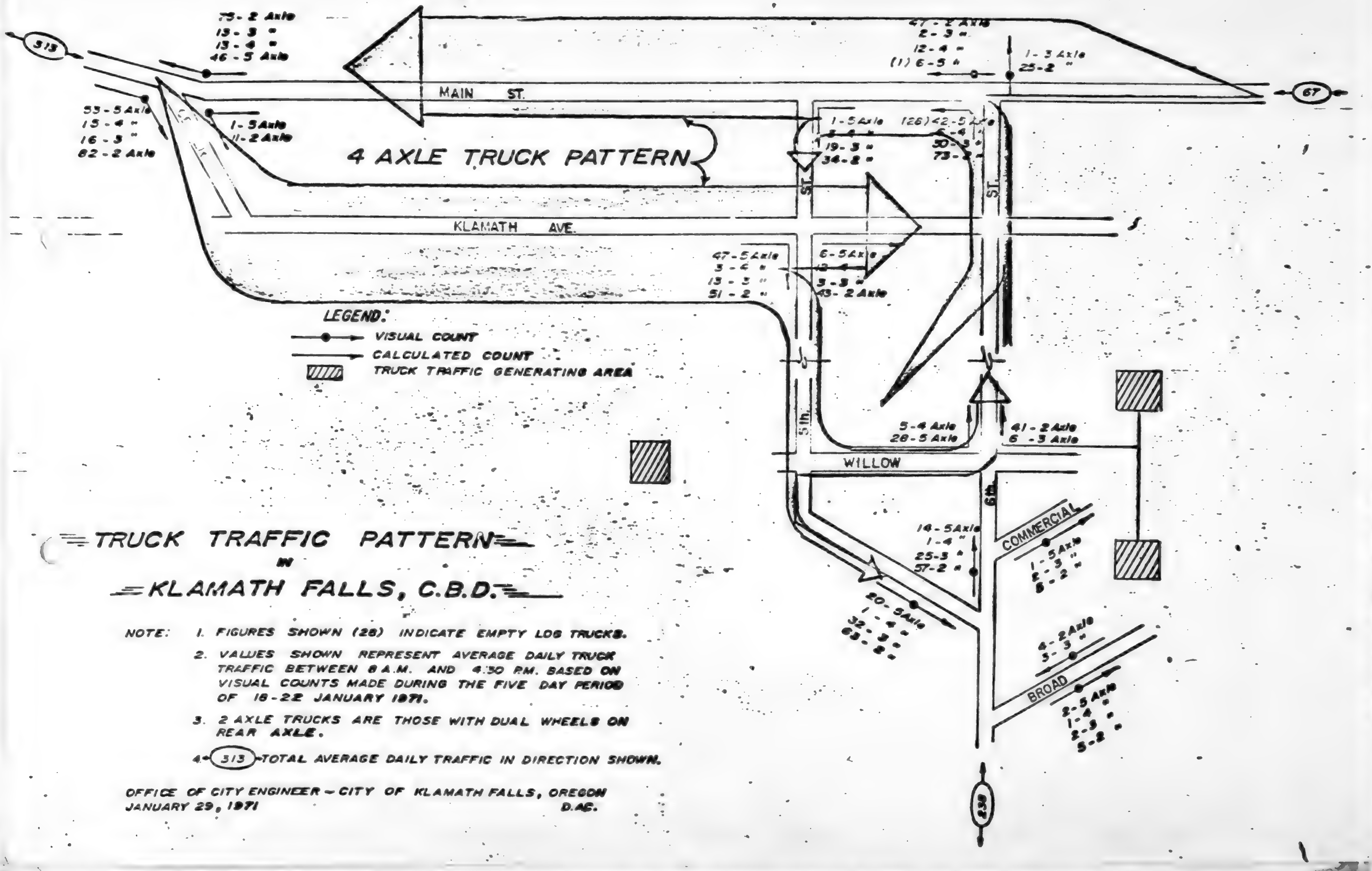
IGURES SHOWN (28) INDICATE EMPTY LOG TRUCKS.

ALUES SHOWN REPRESENT AVERAGE DAILY TRUCK RAFFIC BETWEEN 8 A.M. AND 4:30 P.M. BASED ON SUAL COUNTS MADE DURING THE FIVE DAY PERIOD F 18-22 JANUARY 1971.

AXLE TRUCKS ARE THOSE WITH DUAL WHEELS ON EAR AXLE.

13 -TOTAL AVERAGE DAILY TRAFFIC IN DIRECTION SHOWN.

TY ENGINEER - CITY OF KLAMATH FALLS, OREGON
1971 D.A.C.


313
75 - 2 Axle
13 - 3 "
13 - 4 "
46 - 5 Axle
53 - 5 Axle
15 - 4 "
16 - 3 "
82 - 2 Axle
1 - 5 Axle
11 - 2 Axle
MAIN ST.
4 AXLE TRUCK PATTERN
47 - 2 Axle
2 - 3 "
12 - 4 "
(1) 6 - 5 "
1 - 3 Axle
25 - 2 "
67
1 - 5 Axle
19 - 3 "
34 - 2 "
(26) 42 - 5 Axle
6 - 4 "
50 - 3 "
73 - 2 "
ST.
ST.
KLAMATH AVE.
47 - 5 Axle
3 - 4 "
13 - 3 "
51 - 2 "
6 - 5 Axle
3 - 3 "
43 - 2 Axle
LEGEND:
VISUAL COUNT
CALCULATED COUNT
TRUCK TRAFFIC GENERATING AREA
5th.
5 - 4 Axle
28 - 5 Axle
41 - 2 Axle
6 - 3 Axle
WILLOW
6th.
14 - 5 Axle
1 - 4 "
25 - 3 "
57 - 2 "
COMMERCIAL
1 - 5 Axle
2 - 3 "
5 - 2 "
20 - 5 Axle
1 - 4 "
32 - 3 "
63 - 2 "
4 - 2 Axle
3 - 3 "
BROAD
2 - 5 Axle
1 - 4 "
1 - 3 "
2 - 3 "
5 - 2 "
239

TRUCK TRAFFIC PATTERN
IN
KLAMATH FALLS, C.B.D.

NOTE: 1. FIGURES SHOWN (28) INDICATE EMPTY LOG TRUCKS.

2. VALUES SHOWN REPRESENT AVERAGE DAILY TRUCK TRAFFIC BETWEEN 8 A.M. AND 4:30 P.M. BASED ON VISUAL COUNTS MADE DURING THE FIVE DAY PERIOD OF 18-22 JANUARY 1971.

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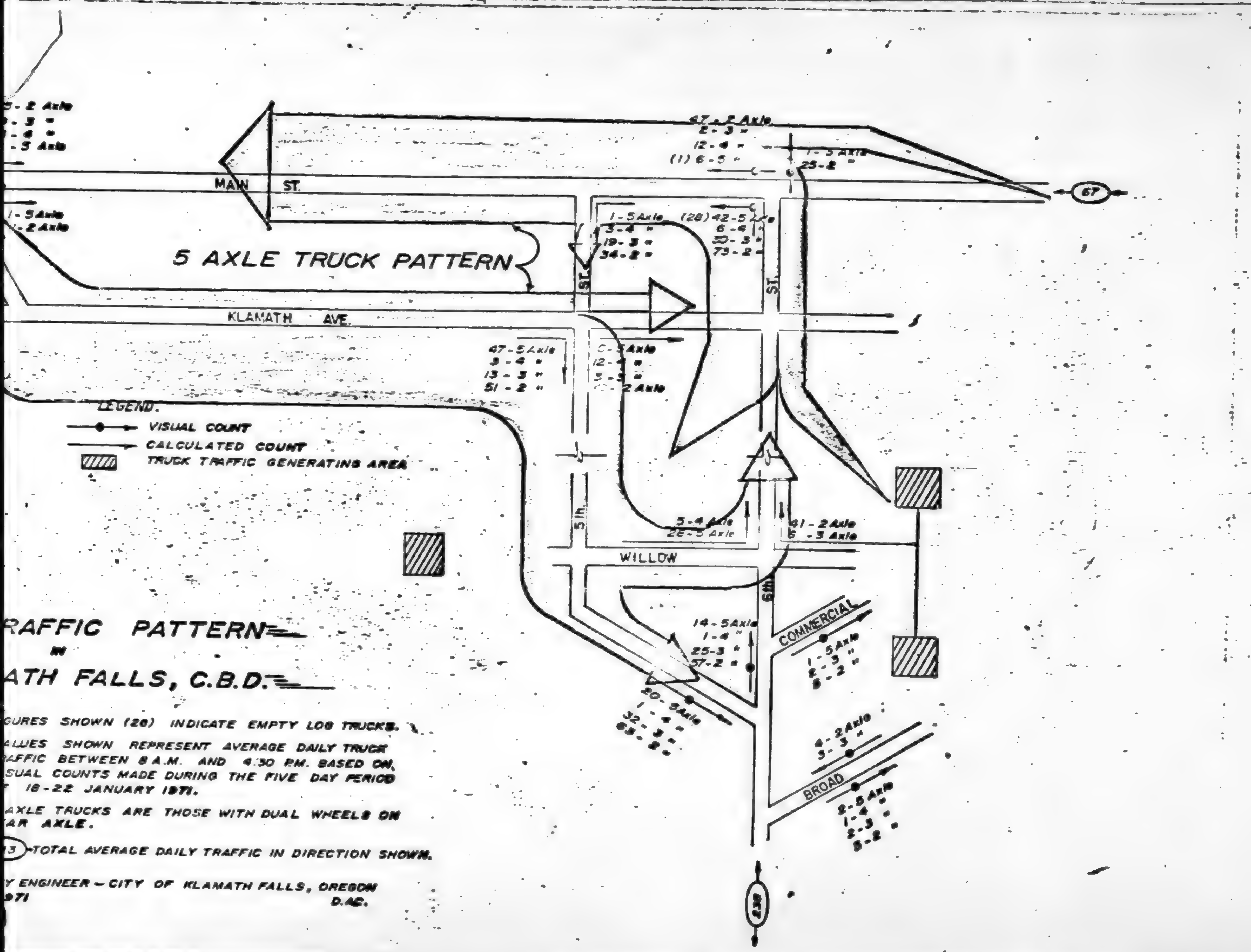
4. (313) TOTAL AVERAGE DAILY TRAFFIC IN DIRECTION SHOWN.

OFFICE OF CITY ENGINEER – CITY OF KLAMATH FALLS, OREGON
JANUARY 29, 1971 D.A.C.


- 2 Axle
- 3 "
- 4 "
- 5 Axle
MAIN ST.
1 - 5 Axle
- 2 Axle
5 AXLE TRUCK PATTERN
KLAMATH AVE.
47 - 2 Axle
2 - 3 "
12 - 4 "
(1) 6 - 5 "
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67
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ST.
ST.
47 - 5 Axle
3 - 4 "
13 - 3 "
51 - 2 "
6 - 5 Axle
12 - 4 "
3 - 3 "
- 2 Axle
LEGEND.
VISUAL COUNT
CALCULATED COUNT
TRUCK TRAFFIC GENERATING AREA
5th
5 - 4 Axle
28 - 5 Axle
41 - 2 Axle
6 - 3 Axle
WILLOW
6th
14 - 5 Axle
1 - 4 "
25 - 3 "
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COMMERCIAL
1 - 5 Axle
2 - 3 "
5 - 2 "
20 - 5 Axle
1 - 4 "
32 - 3 "
65 - 2 "
4 - 2 Axle
3 - 3 "
BROAD
2 - 5 Axle
1 - 4 "
2 - 3 "
5 - 2 "
238

RAFFIC PATTERN
IN
ATH FALLS, C.B.D.

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ALUES SHOWN REPRESENT AVERAGE DAILY TRUCK
AFFIC BETWEEN 8 A.M. AND 4:30 P.M. BASED ON
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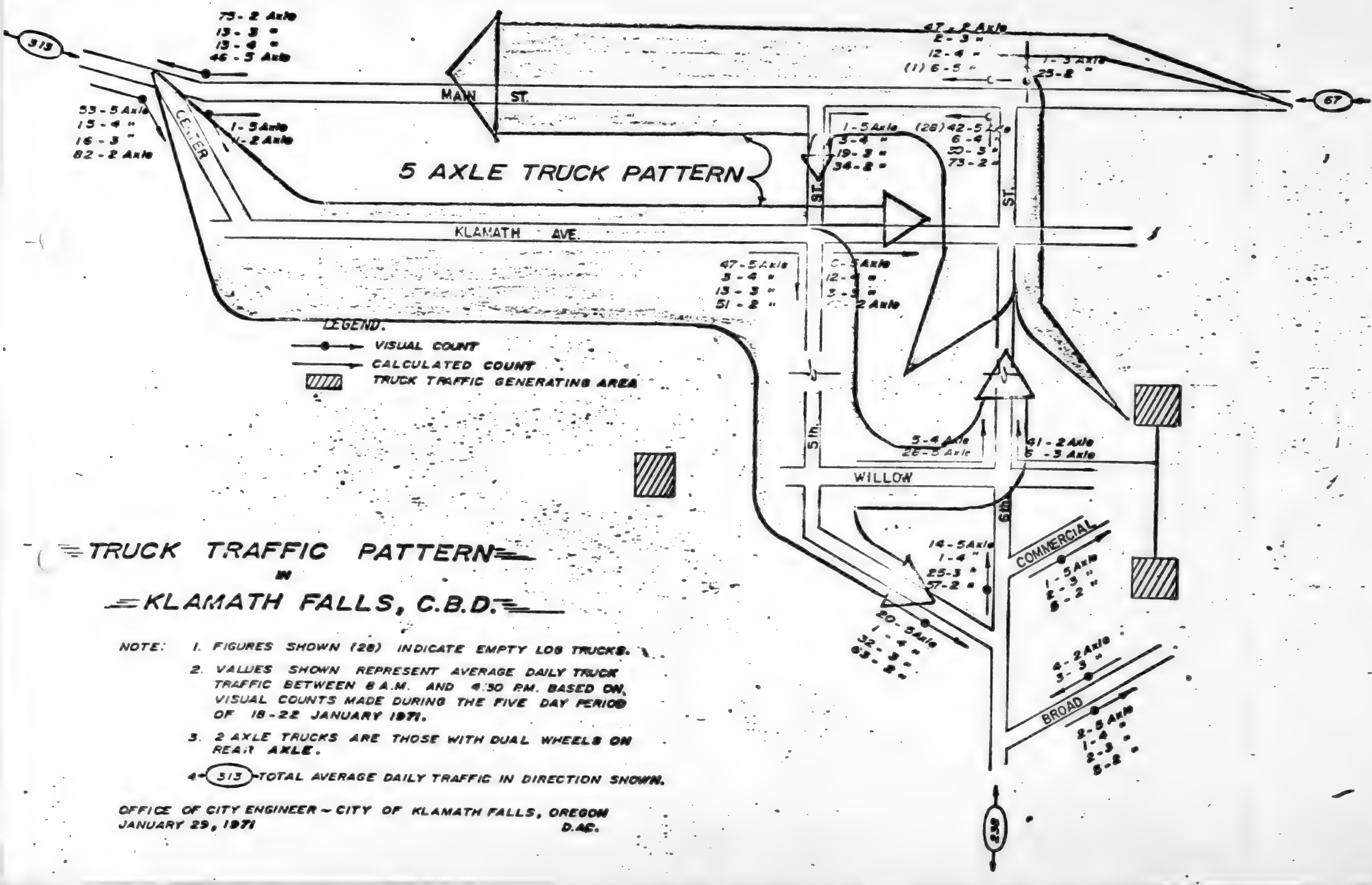
13 - TOTAL AVERAGE DAILY TRAFFIC IN DIRECTION SHOWN.

Y ENGINEER — CITY OF KLAMATH FALLS, OREGON
971 D.A.C.


313
75 - 2 Axle
13 - 3 "
13 - 4 "
46 - 5 Axle
53 - 5 Axle
15 - 4 "
16 - 3 "
82 - 2 Axle
CENTER
1 - 5 Axle
1 - 2 Axle
MAIN ST.
5 AXLE TRUCK PATTERN
KLAMATH AVE.
47 - 2 Axle
2 - 3 "
12 - 4 "
(1) 6 - 5 "
1 - 3 Axle
25 - 2 "
67
1 - 5 Axle
3 - 4 "
19 - 3 "
34 - 2 "
(28) 42 - 5 Axle
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30 - 3 "
73 - 2 "
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ST.
47 - 5 Axle
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13 - 3 "
51 - 2 "
5 Axle
12 - 4 "
3 - 3 "
2 Axle
LEGEND.
VISUAL COUNT
CALCULATED COUNT
TRUCK TRAFFIC GENERATING AREA
5th
5 - 4 Axle
26 - 5 Axle
41 - 2 Axle
5 - 3 Axle
WILLOW
6th
COMMERCIAL
14 - 5 Axle
1 - 4 "
25 - 3 "
57 - 2 "
1 - 5 Axle
1 - 3 "
2 - 2 "
20 - 5 Axle
1 - 4 "
32 - 3 "
63 - 2 "
4 - 2 Axle
3 - 3 "
BROAD
2 - 5 Axle
1 - 4 "
2 - 3 "
5 - 2 "
236

TRUCK TRAFFIC PATTERN
IN
KLAMATH FALLS, C.B.D.

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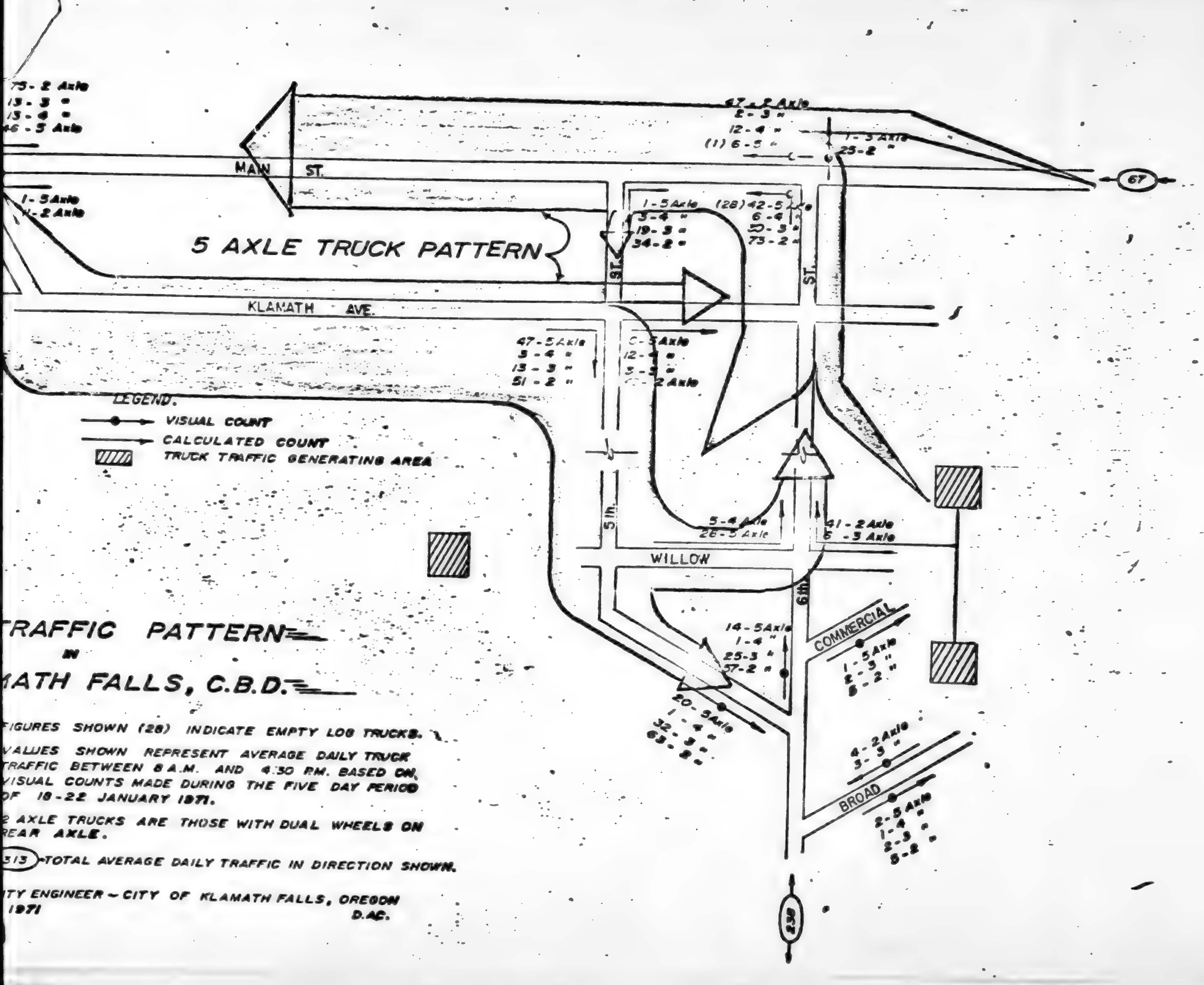
OFFICE OF CITY ENGINEER - CITY OF KLAMATH FALLS, OREGON
JANUARY 29, 1971 D.A.C.


73 - 2 Axle
13 - 3 "
13 - 4 "
46 - 5 Axle
MAIN ST.
1 - 5 Axle
1 - 2 Axle
5 AXLE TRUCK PATTERN
67 - 2 Axle
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(28) 42 - 5 Axle
6 - 4 "
50 - 3 "
73 - 2 "
9th ST.
ST.
KLAMATH AVE.
47 - 5 Axle
3 - 4 "
13 - 3 "
51 - 2 "
C - 5 Axle
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3 - 3 "
2 Axle
LEGEND.
VISUAL COUNT
CALCULATED COUNT
TRUCK TRAFFIC GENERATING AREA
5th
5 - 4 Axle
26 - 5 Axle
41 - 2 Axle
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6th
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20 - 5 Axle
1 - 4 "
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63 - 2 "
4 - 2 Axle
3 - 3 "
BROAD
2 - 5 Axle
1 - 4 "
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5 - 2 "
238

TRAFFIC PATTERN
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ATH FALLS, C.B.D.

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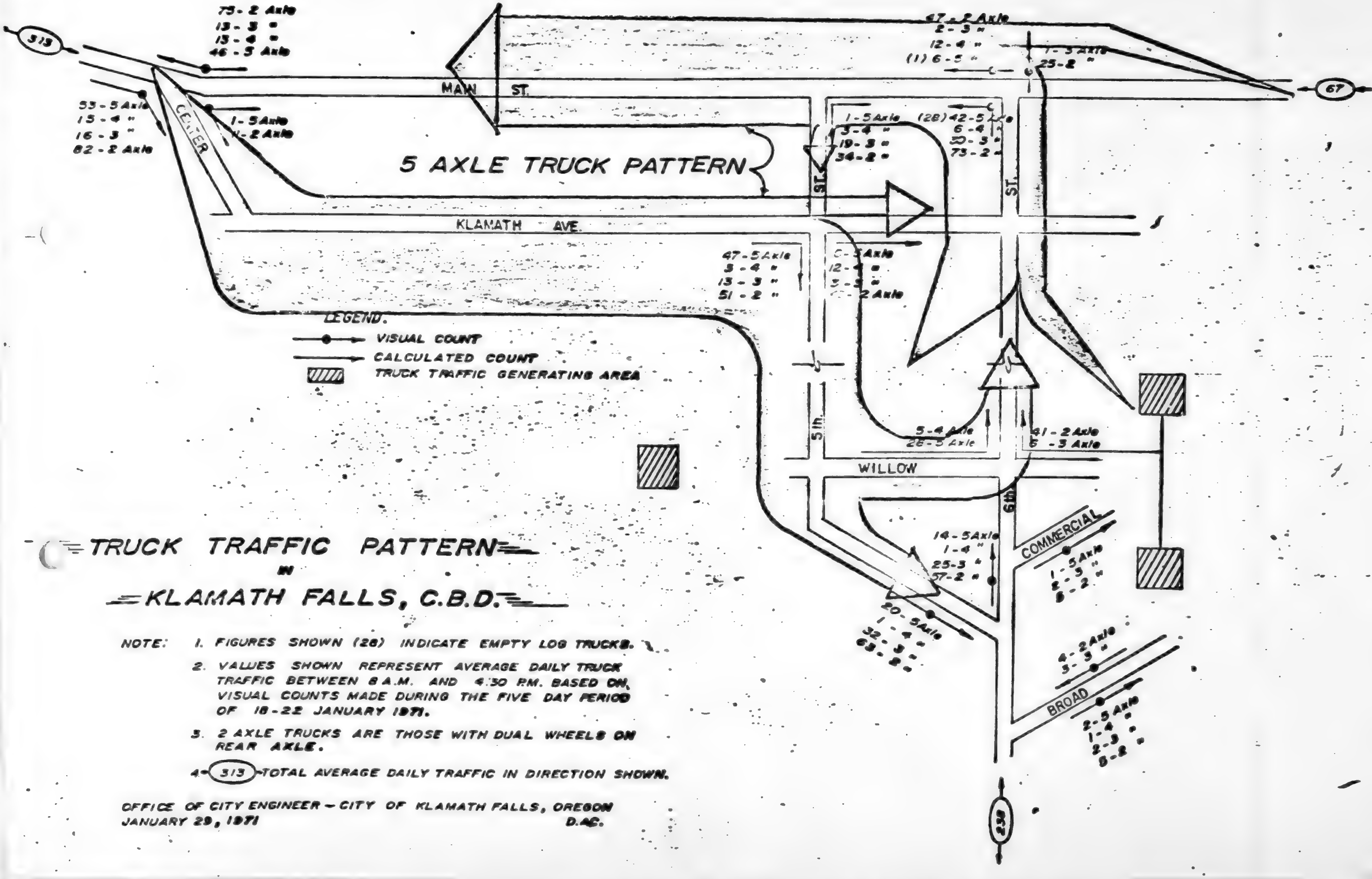
TY ENGINEER – CITY OF KLAMATH FALLS, OREGON
1971 D.AC.


313
73 - 2 Axle
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C - 5 Axle
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LEGEND.
VISUAL COUNT
CALCULATED COUNT
TRUCK TRAFFIC GENERATING AREA
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6th
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20 - 5 Axle
1 - 4 "
32 - 3 "
63 - 2 "
4 - 2 Axle
3 - 3 "
BROAD
2 - 5 Axle
1 - 4 "
1 - 3 "
2 - 3 "
8 - 2
238

TRUCK TRAFFIC PATTERN
IN
KLAMATH FALLS, C.B.D.

NOTE:

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OFFICE OF CITY ENGINEER – CITY OF KLAMATH FALLS, OREGON
JANUARY 29, 1971 D.A.C.

1985 Eugene-Springfield Hwy @ 10,172
42nd St. @ intsec. of 42nd St. & Eugene
Springfield Hwy. (Gr, pv, sign. & sigs)

C&A 8471 7-23-86

10,172

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 1-148	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Lane
MODIFICATION NUMBER 3	1-31-89	Project Number F-HES-28(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 21, 1983, is hereby modified as follows:

	Former amount	Revised amount	
Estimated total cost of project	$ 285,980.00	$ 273,684.00	
Federal funds	$ 185,097.00	$ 174,258.00	(010)
	68,400.00	68,400.00	(141)
Other revisions			

This modification is made for the following reasons: To release federal funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 31ST day of JAN, 19'89.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph N. Speight for
MANAGER, PROGRAM SECTION
(Title)

~~By~~ FOR: DONALD E. FORBES, P.E.

STATE HIGHWAY ENGINEER
(Title)

By ____________________

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)
FOR: DALE E. WILKEN

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon January 27, 1989

Federal-aid Project No. F-HES-28(5)

42nd Street (Springfield) Section
Eugene-Springfield Highway
Lane County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code SFTY
Channelization

Subtotal as shown on estimate of 11-6-86	$ 187,090.00
Less lump sum construction decrease	(10,000.00)
Subtotal	$ 177,090.44
Engineering	26,563.56
Total	$ 203,654.00

Type Code Y031
Traffic Signal (1 Location)

Subtotal as shown on estimate of 11-6-86	$ 47,675.00
Less lump sum construction decrease	(692.00)
Subtotal	$ 46,983.00
Engineering	7,047.00
Total	$ 54,030.00

SUMMARY OF FUNDS

Description	Appn Code	Pro-Rata	Sub Job.	Total Cost	Federal Funds	State Funds
P.E.	141	90.00	011	$ 16,000.00	$ 14,400.00*	$ 1,600.00
Channel.	141	90.00	021	60,000.00	54,000.00*	6,000.00
Channel.	010	88.15	011	143,654.00	126,631.00	17,023.00
Signal	010	88.15	011	54,030.00	47,627.00	6,403.00
Total				$ 273,684.00	$ 242,658.00	$ 31,026.00

*Hes Set Funds

Sub. Job 010 = 0%; Sub. Job 011 = 72%; Sub. Job 020 = 0%; Sub. Job 021 = 27%
Sub. Job 081 = 1%
Contract No. 10,172
Prefix: C120-1919 (P.E.)
C10172

DDB:bkw

10,172

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 4-129

PROJECT REPORT NUMBER

MODIFICATION NUMBER 2

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

4-17-87

State Oregon

County Lane

Project Number HES-F-28(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 21, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 250,867	$ 285,980
Federal funds	$ 154,144 68,400	$ 185,097 (010) 68,400 (141)
Other revisions		

This modification is made for the following reasons: To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17TH day of APR, 19 [illegible]

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXBy For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 6, 1986

FEDERAL AID PROJECT NO. HES-F-28(5)

42ND STREET (SPRINGFIELD) SEC.
EUGENE-SPRINGFIELD HIGHWAY
LANE COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PE
PRELIMINARY ENGINEERING

Preliminary Engineering	All Required		$ 16,000.00
		Total	$ 16,000.00

TYPE CODE SFTY
CHANNELIZATION

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
General Excavation	$ 8.00	2,132	$17,056.00	$ 2,960.00	$ 23,680.00
Treated Base	16.00	1,700	27,200.00	1,751.00	28,016.00
Class "C" Asphalt Concrete	33.00	1,300	42,900.00	1,346.00	44,418.00
Guardrail, Type 2A	10.50	1,863	19,561.00	2,037.00	21,388.50
Guardrail Anchors, Type 1	400.00	1	400.00	3.00	1,200.00
Fill Material (PA #3A)	6.76	---	---	1,104.00	7,463.04
Flaggers (PA #5A)	17.02	---	---	171.00	2,910.42
Detector Loops (FA #1)	---	---	---	---	1,187.43
Sub. Ex. & Backfill	---	---	---	---	4,687.63
			$107,117.50		$ 134,951.02

Increase	$ 27,833.52
Subtotal from estimate on Jan. 7, 1986	159,256.92
Subtotal	$ 187,090.44
Engineering	28,063.56
Total	$ 215,154.00

TYPE CODE Y031
TRAFFIC SIGNAL (1 LOCATION)

Subtotal from estimate on January 7, 1986	$ 47,675.00
Engineering	7,151.00
Total	54,826.00

SUMMARY OF FUNDS

Description	Appn Code	Pro-Rata	Group	Total Cost	Federal Funds	State Funds
P.E.	141	90.0	1	$ 16,000.00	$ 14,400.00	$ 1,600.00
Channelization	141	90.0	2	60,000.00	54,000.00*	6,000.00
Channelization	010	88.15	1	155,154.00	136,768.00	18,386.00
Signal	010	88.15	1	54,826.00	48,329.00	6,497.00
Total				$ 285,980.00	$ 253,497.00	$ 32,483.00

Group 010 = 0%; Group 011 = 72%; Group 020 = 0%; Group 021 = 27%; Group 081 = 1%
Contract No. 10,172
Prefix: C120-1919
Prefix: C10172

*Set Funds

RLC:bkb

STATE COPY

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 1-74 + 84	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Lane
PROJECT REPORT NUMBER	1-10-86	Project Number HES-F-28(5)
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 21, 19 83, is hereby modified as follows:

	Former amount	Revised amount	
Estimated total cost of project	$ 16,000.00	$ 250,867.00	
		154,144.00	010
Federal funds	$ 14,400.00	$ 68,400.00	141

Other revisions

This modification is made for the following reasons: to include contract work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 10TH day of JAN, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By G. a Pott

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen file

Oregon State Highway Division
Salem, Oregon January 7, 1986

Federal-Aid Project No. HES-F-28(5)

42nd Street (Springfield) Section
Eugene-Springfield Highway
Lane County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required			$ 16,000.00
			Total	$ 16,000.00

Type Code SFTY
Channelization

Mobilization	Lump Sum	All	Lump Sum	$ 17,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	2,500.00
Temporary Signs	Sq. Ft.	212	7.00	1,484.00
Temporary Barricades	Each	2	75.00	150.00
Temporary Concrete Barriers, Reflectorized	Lin. Ft.	150	17.00	2,550.00
Flaggers	Hour	280	15.00	4,200.00

ROADWORK

Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	1,500.00
General Excavation	Cu. Yd.	2,132	8.00	17,056.00
Trench Excavation	Cu. Yd.	13	10.00	130.00
Treated Base	Ton	1,700	16.00	27,200.00
Aggregate Shoulders	Ton	700	9.00	6,300.00
Class "C" Asphalt Concrete	Ton	1,300	33.00	42,900.00
12-inch Culvert Pipe	Lin. Ft.	38	20.00	760.00
Concrete Inlets, Type G-2 MA	Each	1	600.00	600.00
Guardrail, Type 2A	Lin. Ft.	1,863	10.50	19,561.50
Guardrail Anchors, Type 1	Each	5	400.00	2,000.00
Guardrail Anchors, Type 1 Modified	Each	1	400.00	400.00
Rail End Pieces, Type B	Each	1	60.00	60.00
Rail End Pieces, Type C	Each	5	100.00	500.00
Extra for Asphalt Approaches	Each	4	100.00	400.00
Delineators, Type 2	Each	17	25.00	425.00
Removal of Existing Sign Installations	Lump Sum	All	Lump Sum	300.00

Wood Sign Supports	Lump Sum	All	Lump Sum	600.00
Sign Support Footings	Lump Sum	All	Lump Sum	400.00
Single Post Slips Base Sign Supports	Lump Sum	All	Lump Sum	900.00
Single Pole Mounts	Lump Sum	All	Lump Sum	900.00
Type "AA" Signs in Place	Sq. Ft.	160	18.00	2,880.00
Type "C" Signs in Place	Sq. Ft.	12	9.00	108.00
Type "EE" Signs in Place	Sq. Ft.	50	10.00	500.00
Type "I" Signs in Place	Sq. Ft.	16	10.00	160.00
Type "R" Signs in Place	Sq. Ft.	6	10.00	60.00
				$ 154,484.50

Anticipated Items

Permanent Pavement Striping	All Required		$ 3,000.00
Roadside Seeding & Mulching	All Required		1,000.00
EEO/Labor Compliance Monitoring (0.5% of Cont. Amt.)	All Required		772.42
			$ 4,772.42
		Subtotal	$ 159,256.92
		Engineering	21,499.08
		Total	$ 180,756.00

Type Code Y031
Traffic Signal (1 Location)

Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum	$ 34,000.00
Fire Pre-emption System, Complete	Lump Sum	All	Lump Sum	4,000.00
Model 170 Controller Equipment, Complete	Lump Sum	All	Lump Sum	7,000.00
				$ 45,000.00

Anticipated Items

State Furnished Prom & Program	All Required		$ 700.00
Signal Controller Testing & Turn-on	All Required		1,750.00
EEO/Labor Compliance Monitoring (0.5% of Cont. Amt.)	All Required		225.00
			$ 2,675.00
		Subtotal	$ 47,675.00
		Engineering	6,436.00
		Total	$ 54,111.00

SUMMARY OF FUNDS

Description	Pro-Rata	Appn Code	Group	Total Cost	Federal Funds	State Funds
P.E.	90.0	141	1	$ 16,000.00	$ 14,400.00	$ 1,600.00
Channelization	90.0	141	2	60,000.00	54,000.00	6,000.00
Channelization	88.15	010	1	120,756.00	106,446.00	14,310.00
Signal	88.15	010	1	54,111.00	47,698.00	6,413.00
Total				$ 250,867.00	$ 222,544.00	$ 28,323.00

Group 010 = 0%; Group 011 = 72%; Group 020 = 0%; Group 021 = 27%; Group 081 = 1%
Contract No. 10,172
Prefix: C120-1919
C10172
Appn Code 010 & 141

CPL:bkb

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 10-147	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Lane Project No. HES-28(5)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 126, 42nd St. (Springfield)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	10-12-83	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS PRO RATA 90.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 16,000.00	$ 14,400.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator OCT 21 1983

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

Gen File.

Oregon State Highway Division
Salem, Oregon October 20, 1983

Federal-Aid Project No. HES-28(5)

42nd Street (Springfield) Section
Eugene-Springfield Highway
Lane County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$ 16,000.00
		Total	$ 16,000.00

Length of Project 0.0 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 16,000.00	$ 14,400.00	$ 1,600.00
Retain in Program			
Contract Work	60,000.00	54,000.00	6,000.00
Total	$ 76,000.00	$ 68,400.00	$ 7,600.00

Group 1 100%
Prefix: 120-1919

10.172

jc cc: OSHD (D. Forbes)

STATE COPY

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Lane	DIVISION Oregon
DATE OF REPORT 7/26/88	REPORT MADE BY Richard R. Arnold, Area Engineer		PROJECT NO. HES-F-28(5)
COMPLETION DATE (Actual) 7/26/88	ACCEPTANCE DATE BY CONRTACT AGENCY 1/2/87	TIME ELAPSED 100 %	CONTRACT TIME 100

LOCATION

See Below

RECEIVED
STATE HWY ENGR
AUG 9 '88
REFER TO
Bissey
FOR

Info	Inves	R/D	D/R	Sign	Act	File

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

cy
8-12

EUGENE SPRINGFIELD HWY @ 42ND ST.
Grading, Paving and Signals

This project consisted of reconstruction of a 1/4 mile section of 42nd street under the Eugene-Springfield highway, installation of a traffic signal at the south ramp, guardrail, signs and drainage.

A contract in the amount of $199,484.50 was awarded Wildish Corvallis Construction Co. on December 27, 1985.

The final estimated cost including all changes and construction engineering was $256,084.60 which was approximately 9% over the original authorization. The significant overruns occurred in excavation of additional unsuitable material, added guardrail, and engineering. A statement of overruns and underruns is attached to the Division Office copy of this report.

Project records indicate that all materials incorporated into the work were tested or field inspected and found to be in reasonably close conformance with specification requirements.

The specified completion date for this contract was 8/1/86 and with approved shutdowns was adjusted to 8/15/88. Liquidated damages for 4.5 days in the amount of $990 were assessed accordingly.

- RRA -

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Richard R. Arnold		SIGNATURE John T. Price	
TITLE Area Engineer	DATE 7/26/88	TITLE District Engineer	DATE 7/24/88

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-28(5)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Lane
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 40004

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE May 14, 1987
8. FEDERAL ROUTE NUMBER FAP 28
9. STATE ROUTE NUMBER 227

10. GENERAL LOCATION:
Eugene - Springfield Hwy at 42nd St.

11. GENERAL DESCRIPTION OF WORK
Install guardrail protection for the signal pole

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 5/14/87 as requested in Mr. Fredrickson's letter of 5/20/87 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 7 Revised is approved to a TEC of $350; Federal Funds $308.

RECEIVED
STATE HWY ENGR
JUN 2'87
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE 6/1/87
15. SIGNATURE OF APPROVING OFFICIAL John T. Price
16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,172

March 26, 1987

CON 5 - 10,172

Industrial Indemnity Company
Attn: Bond Department
421 SW Sixth Avenue
Portland, OR 97204

On January 14, 1987, we wrote to you concerning release of final payment on Contract No. 10,172 awarded to Wildish Corvallis Construction Co. for work on the Eugene-Springfield Highway at 42nd Street in Lane County.

Final payment on this contract is $5.73 and the total contract amount is $219,578.80, including $6,111.14 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

azm

cc: Wildish Corvallis Construction Co.
P. O. Box 7428
Eugene, OR 97401

bc: C. O. Fredrickson
Walt Hart
James Gix

10,172

N

February 13, 1987 CON 5

Wildish Corvallis Construction Co.
P.O. Box 7428
Eugene, OR 97401

Time Extension Request
Eugene-Springfield Hwy. @42nd St.
Contract No. 10172
FAP No. HES-28(5)

Your request for additional contract time in which to complete the above project has been received but cannot be considered.

Subsection 108.09 of the contract standard specifications states as follow: "All requests for adjustment of contract time must be submitted to the Engineer within 60 days of the date indicated on the "Second Notification" as described in subsection 108.08 of those specifications. Failure to submit requests for adjustment of contract time within said 60 days is expressly agreed to be a waiver of the contractor's right to an adjustment of contract time."

The Second Notification date for this project was August 19, 1986. Your time adjustment request was dated December 17 by your surety and was received by the Project Manager on December 18, 1986, some 121 days after the Second Notification date.

There remain 4 1/2 days of liquidated damages under this contract.

W. E. Schwartz
Assistant State Highway Engineer

OBJ:mk sl

bc C. O. Fredrickson
   Jim Gix w/att.
   Charles Hemenway w/att.

STATE OF OREGON **INTEROFFICE MEMO**

Highway Division — Region 3 440-3[illegible]9

TO: O. B. Jackmond
Contract Administration Engineer

DATE: January 30, 1987

FROM: Bob Aldrich Bob
Region Construction Engineer

SUBJECT: Eugene-Springfield Highway @ 42nd Street
Contract #10172
Time Extension

Attached are the Contractor's Request for Adjustment of Contract Time, the project manager's recommendation, and an analysis by Chuck Godfrey. The additional work required three days. The project manager has recommended an additional two days be granted to the contractor because on the third day concurrent progress was shown on the project.

I would recommend because the actual work took three days that we should grant three days which would leave 2½ days of liquidated damages.

ba/sh
Attach

cc: C. Hemenway

2-9-87

W. E. Schwartz -

I do not agree with Region or Project Manager. This is a late request rec'd 121 C.D. after Second Notice and according to 108.09 has been waived by the contractor and should not have been processed at all.

O. B. Jackmond

CE CAE RECEIVED SPC
OM CC
OE FEB 8 1987 CP
CONSTRUCTION SECTION

125-1367

10,172

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10172

TO: Commission Services

DATE: January 12, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10172, On Site Work Substantially Completed August 19, 1986

All Work Completed November 3, 1986

Project Eugene-Springfield Highway at 42nd Street

Highway Eugene-Springfield

County Lane

Type of Work Grading, Paving, Signing and Signals

Contractor Wildish Corvallis Construction

WES:BMW:ll

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

1-14-87 - Surety letter written.

RECEIVED
JAN 13 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

10,172

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

RECEIVED
STATE HWY ENGR
DEC 11 '86
REFER TO
FO
In Reply Refer to
File No.:
CON 5
10172

DATE: December 8, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M Walton

FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. HES-28(5)

Contract 10172, Work Completed August 19, 1986

Project Eugene-Springfield Highway at 42nd Street

Highway Eugene-Springfield

County Lane

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date Oct 10, 1986

for Dale E. Wilken
Division Administrator

BMW:11

cc: L. Rulien
C. O. Fredrickson
Jim Gix
B. M. Walton

CPC/FL4

NOTED
LARRY RULIEN

RECEIVED
DEC 09 1986
OREGON DIVISION

734-2023 (2-85)

10,172

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No. CON 5
10172

AGENDA
DEC 18 1986
11 2

DATE: December 5, 1986

TO: Oregon Transportation Commission

FROM: Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Eugene-Springfield Hwy. @ 42nd St. Section
Eugene-Springfield Highway, Lane County
Contract No. 10172

This safety improvement project has been completed and it is now apparent that the final costs will exceed the project authorization by $21,500, or 9.1 percent. The overrun is primarily the result of encountering unsuitable material to widen the existing road. Additional quantities of general excavation, subexcavation and pitrun embankment were required to widen the existing road. These items added more than $18,800 to the cost of the project.

Additional engineering was required because of the short duration of the project (60 days) and the contractor worked considerable overtime to accomplish the completion. Remeasuring and the restaking for the unsuitable material was required of a field crew, contributing to the overrun of engineering costs.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $21,500 to a new total of $256,367.73. This matter will be on the consent calendar for the December 18 meeting.

cc: Fred Miller
Fran Neavoll
C. O. Fredrickson
V. E. Skoog
J. J. Gix
George Bell

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318

FILE: CON 5
10172

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: December 5, 1986

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Eugene-Springfield Hwy. @ 42nd St. Section
Eugene-Springfield Highway, Lane County
Contract No. 10172

This safety improvement project has been completed and it is now apparent that the final costs will exceed the project authorization by $21,500, or 9.1 percent. The overrun is primarily the result of encountering unsuitable material to widen the existing road. Additional quantities of general excavation, subexcavation and pitrun embankment were required to widen the existing road. These items added more than $18,800 to the cost of the project.

Additional engineering was required because of the short duration of the project (60 days) and the contractor worked considerable overtime to accomplish the completion. Remeasuring and the restaking for the unsuitable material was required of a field crew, contributing to the overrun of engineering costs.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $21,500. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:mk

Attach.

cc: J. J. Gix
C. F. Hemenway
B. M. Walton
Don Trout

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR

DEC 2 '86

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387

10172

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE: December 4, 1986

In Reply Refer to
File No.:
CON 5
10172

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M. Walton

FROM: C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. HES-28(5)

Contract 10172, Work Completed August 19, 1986

Project Eugene-Springfield Highway at 42nd Street

Highway Eugene-Springfield

County Lane

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date Nov. 10, 1986

Dale E. Wilken
Division Administrator

RECEIVED
STAT.. HWY ENGR
DEC 10 '86
REFER TO
FOR

BMW:ll

cc: L. Rulien
C. O. Fredrickson
Jim Gix
B. M. Walton

NOTED
LA[illegible] RULIEN

CPC/FL4

RECEIVED
DEC 05 1986
OREGON DIVISION

734-2023 (2-85)

jc cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION
☐ PROJECT
☐ INSPECTION-IN-DEPTH

RECEIVED
HWY ENGR
DEC 10 '86
REFER TO Fredrickson
TO

12/11

REGION NO. 10	REPORT NO. 1	COUNTY Lane	DIVISION Oregon

IN COMPANY WITH
Bob Aldrich, Reg Const Engr and Chuck Hemmenway, Proj Manager; OSHD

DATE OF INSPECTION 11/10/86	INSPECTION MADE BY Richard R. Arnold, Area Engineer	PROJECT NO. HES-F-28(5)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK See Below	TIME ELAPSED 106 %	WORK COMPLETED 100 %

EUGENE SPRINGFIELD HWY @ 42ND ST.
Grading, Paving and Signals

NOTED
W. E. SCHWART

Work completed under this project included the following:

1. Construction of roadbed grading, treated base and asphalt concrete pavement.
2. Installation of traffic signs.
3. Installation of traffic signals.
4. Performance of such additional and incidental work as is common to this type of project.

The contract in the bid amount of $199,484.50 was awarded Wildish Corvallis Construction Co. on December 27, 1985. Work began on June 4, 1986 and was completed in reasonably close conformance with the approved plans and specifications on August 19, 1986 at a final estimated cost of $246,194.54 which includes:

$203,737.12	for original bid item work,
10,382.28	for work completed under approved price agreements,
6,111.14	for approved force account work, and
6,897.42	for approved State force work.

An AC credit bonus payment of $636.31 was made.

A total of 63.5 calendar days were used in completing the work as compared to the 60 calendar days allowed in the contract. Liquidated damages in the amount of $990 have been assessed accordingly.

The overall appearance of the project is good except for the guardrail end on the right side of the approach to 42nd street. The guardrail curves around the ramp approach but ends before shielding the signal support. The guardrail should have been extended and flared away from the road. There is adequate right of way at this location due to the road realignment.

Based on the results of this inspection final acceptance of the contract work is recommended.

- RRA -

Form FHWA-1446A
(Rev. 2-84)

jc

U. S. DEPARTMENT OF TRANSPOR IC
FEDERAL HIGHWAY ADMINIST TIC

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-28(5)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Lane

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40004

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
OCT 28 '86
REFER TO
[illegible]
FOR

Info.	Inves	R/D	D/R	Sign	Act	File

7. DATE AUTHORIZATION EFFECTIVE September 1, 1986

8. FEDERAL ROUTE NUMBER FAP 28

9. STATE ROUTE NUMBER 227

10. GENERAL LOCATION:

42nd Street (Springfield) section

11. GENERAL DESCRIPTION OF WORK

Signing

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AN ~~AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 9/1/86 as requested in Mr. Fredrickson's letter of 10/9/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 6 is approved to a TEC of $450; Federal Funds $405.

14. DATE 10/24/86

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

W LY REPORT FOR CONSTRUCTION OJECTS

WEEK ENDING: 9/06/86
CONTRACT NO: C10172
F A PROJECT NO: HES-28(5)
DATE OF AWARD: 12/27/85
FIRST NOTIFICATION DATE: 6/4/86
ESTIMATED DATE OF COMPLETION, OR: 8/1/86
SECOND NOTIFICATION DATE AND: 8/19/86
ESTIMATED SEMIFINAL SUBMITTAL DATE: 8/27/86
AVERAGE FORCE ON PROJECT THIS WEEK
SUPERVISORS: 0 **WORKERS:** 0
PERCENT CONTRACT WORK COMPLETED: 100%

PROJECT NAME (SECTION): Eugene-Springfield Hwy @ 42nd St Report #14
HIGHWAY: Eugene-Springfield
COUNTY: Lane
CONTRACTOR: Wildish Corvallis Const Co
KIND OF WORK: Grading, paving, signing & signals

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $ 234,867.73
ESTIMATED PROJECT COST $ 240,985.92,
ESTIMATED PERCENT OVERRUN/~~UNDERRUN~~ 2.6%

ENGINEERING

AUTHORIZATION $ 18,623.87
COST THIS WEEK $ 0.00
TOTAL TO DATE $ 20,000.00
PERCENT OF AUTHORIZATION 107 %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
A	08/01/86	60	63	104	no
	/ /	0	0	0	
	/ /	0	0	0	
	/ /	0	0	0	

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	2,132 yd	2,400 tn	1,300 tn			
EST. CORRECTED QUANTITIES	2,600 yd	2,050 tn	1,350 tn			
EST. PERFORMED TO DATE	2,600 yd	2,050 tn	1,350 tn			
PERCENT PERFORMED TO DATE	100	100	100	99	0	0

ACTIVITIES THIS WEEK:

Sunday: No Activity

Monday: No activity

Tuesday: No Activity

Wednesday: No activity

Thursday: No activity

Friday: No activity

Saturday: No Activity

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

Semi-final submitted 8/27/86.
This will be the last report.

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN) Charles F. Hemenway
Charles F. Hemenway

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

July 23, 1986

AGR

Director of Public Works,
Lane County
3040 North Delta Highway
Eugene, OR 97401

MISC. CONTRACTS and
AGREEMENTS No. 8771

Attached for your files is a fully executed copy of an agreement for installation of traffic control signals on the Eugene-Springfield Highway at 42nd Street.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

George Bell
Assistant Director

cgc
Attachment

bc: Gary Potter W/Agreement

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
PRO 6

TO: H. S. Coulter
State Highway Engineer

DATE: September 8, 1983

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Program Project
Eugene-Springfield Highway @ 42nd Street MP 1C 7.56

Region 3 has requested a project to install traffic signals at the subject location.

Construction will be by contract. All phases of engineering will be performed by State Forces.

In Summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
State	Eugene-Springfield Hwy @ 42nd St (Springfield) Lane County	$76,000	$68,400	$7,600

The project has been investigated and is eligible for funding under the Title II Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

LE George
L. E. GEORGE
Traffic Engineer

RHB
Attachments

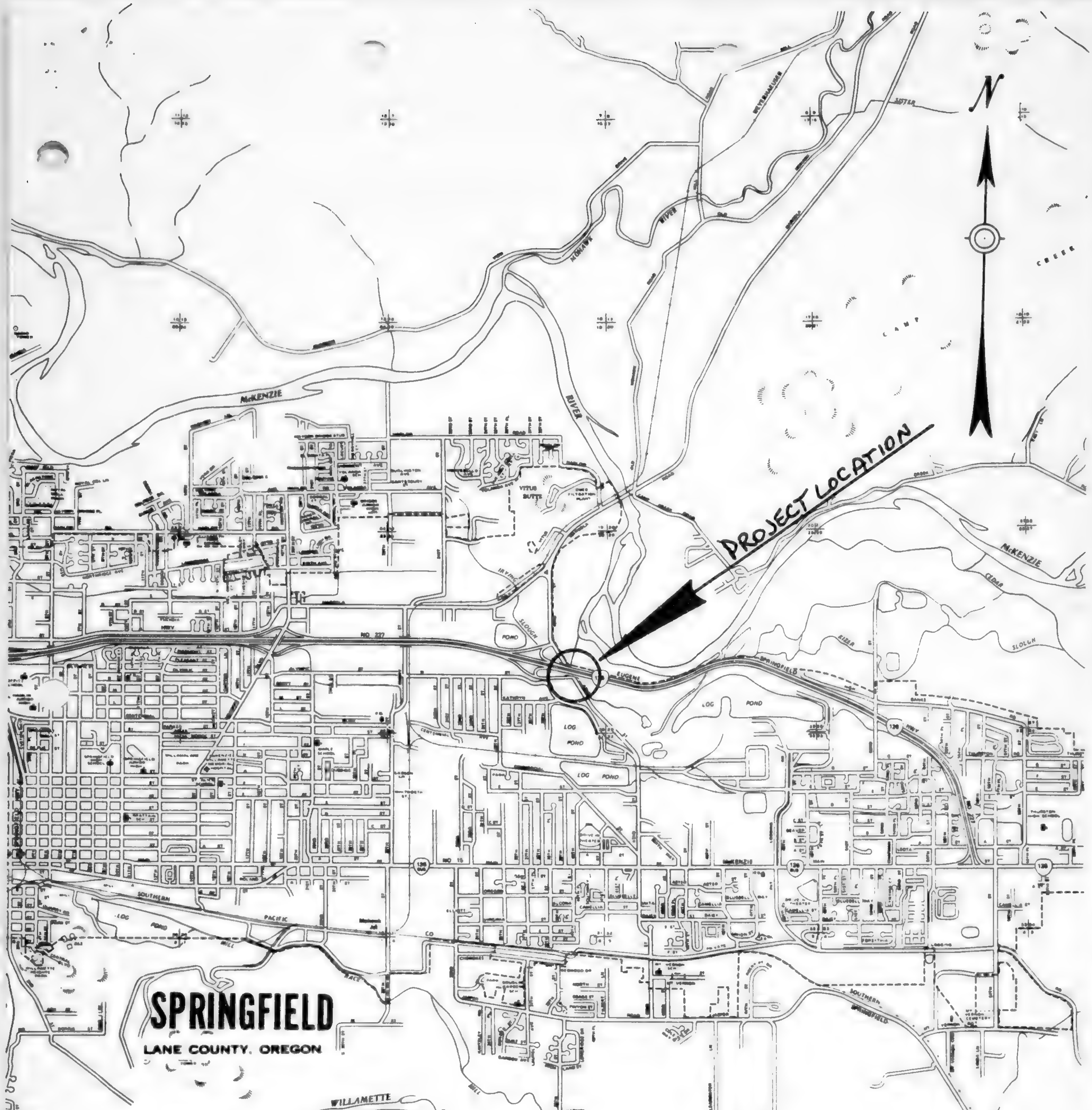
9-14
orig. to Gorman
Cy George
files

RECEIVED
STATE HWY ENGR
SEP 13 '83
REFER TO
FOR
Info	Inves	R/D	D/R	Sign	Act	File

APPROVED:

H S Coulter
State Highway Engineer

DATE: 9-14-83


N
PROJECT LOCATION
McKENZIE
RIVER
McKENZIE
CEDAR
CREEK
CAMP
SLOUGH
POND
LOG POND
LOG POND
LOG POND
VITUS BUTTE
SPRINGFIELD
LANE COUNTY, OREGON
SOUTHERN PACIFIC
WILLAMETTE
MIDDLE FORK
RIVER
POND
COAST
BUFORD
RECREATION AREA
MIDDLE
FORK

February 12, 1986

CON 5 - 10,172

Wildish Corvallis Construction Co.
P. O. Box 7428
Eugene, OR 97401

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission. You are authorized to commence work under terms of the contract effective this date.

> Contract No. 10,172 for work on the Eugene-Springfield Highway at 42nd Street in Lane County.

A copy of this contract is also being sent to the surety on your performance and payment bonds.

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure
cc: Industrial Indemnity Company
Attn: Bond Department
421 S. W. Sixth Avenue
Portland, OR 97204

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
James Gix
C. F. Hemenway
L. E. George

Since 1935

WILDISH CORVALLIS CONSTRUCTION CO.

P. O. BOX 7428
EUGENE, OREGON 97401
(503) 485-1700

December 20, 1985

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

Office of Commission Services
Room 121 Transportation Building
Salem, OR 97310

Subject: Eugene/Springfield Highway at 42nd St.
Bid Date: 12/19/85
Proposed DBE/WBE Subcontractors

Gentlemen:

On subject project, Wildish anticipates meeting the DBE-12% and WBE-2% goals as follows:

DBE: Yurok Contractors, Inc.
90629 Georgetown Rd.
Junction City, OR 97448

ITEM NO.	DESCRIPTION
7	Removal of structures
15	Guard Rail
16	Guard Rail Anchors
17	Guard Rail Anchors
18	Rail End Pieces
19	Rail End Pieces
21	Delineators

SUBCONTRACT TOTAL:
$24,162.00

WBE: Gaynetco, Inc.
10416 N.E. Marx Road
Portland, OR 97220

ITEM NO.	DESCRIPTION
22	Remove existing signs
23	Wood Sign Supports
24	Sign Support Footings
25	Base Sign Supports
26	Single Pole Mounts
27	"AA" Signs
28	"C" Signs
29	"EE" Signs
30	"I" Signs
31	"R" Signs

SUBCONTRACT TOTAL:
$ 6,602.00

RECEIVED
DEC 23 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Very truly yours,

Mark Stuckart

M. A. Stuckart, Estimator

CORPORATE HEADQUARTERS OFFICE: 3600 COUNTY FARM ROAD, EUGENE, OREGON
AN EQUAL OPPORTUNITY EMPLOYER

cc: Thomas Jones

[illegible]

STATE OF OREGON
HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
LOC 3

RECEIVED
STATE HWY ENGR
JAN 2 '86
REFER TO
FOR
Info | Inves | R/D | O/R | Sign | Act | File

TO: FILES

DATE: December 27, 1985

FROM: Larry Rulien
State Highway Engineer

E. S.

SUBJECT: Footpaths and Bicycle Trails
December 19, 1985 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened December 19, 1985 on the following projects:

1. Portland Signal System Project, Phase 1
   City of Portland
   Multnomah County
   Traffic Signals

   Pursuant to ORS Chapter 336.514(1), footpaths or bicycle trails are not incorporated in this project as project consists of replacing existing equipment.

2. North Fork Burnt River Bridge Section
   Rice Road
   Baker County
   Bridges and Grade Separation Structures

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established...where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails".

3. North Fork Alsea River Bridge Section
   Alsea Highway
   Benton County
   Painting Bridges

   Pursuant to ORS Chapter 336.514(1), footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

4. Project withdrawn.

5. Dry Creek Bridge Section
Davis Road
Crook County
Bridges and Grade Separation Structures

Same as No. 2.

6. Sherwood Road (61st Street)
The Dalles-California Highway
Deschutes County
Aggregate Base, A.C. Oiling and Paving

4'-6' shoulders are incorporated into the project and will adequately accommodate bicycles.

7. South Fork Little Butte Creek Bridge Section
South Fork Little Butte Road
Jackson County
Bridge and Grade Separation Structures

Same as No. 2.

8. The Dalles/California-Washburn Way
South Side Bypass @ Klamath Falls
Klamath County
Earthwork, Drainage, Aggregate Bases, A.C. Paving and Oiling,
Bridges and Grade Separation Structures

Bike lanes and sidewalks are incorporated into project.

9. Eugene-Springfield Hwy. @ 42nd Street (Springfield)
Eugene-Springfield Highway
Lane County
Aggregate Base, A.C. Paving and Oiling, Signals

Pedestrian signals installed for pedestrian and bicycle traffic. Adequate 6-foot shoulders are incorporated for bicycle traffic.

10. Sutton Lake-Florence Section
Oregon Coast Highway
Lane County
Land Clearing

Same as No. 3

11. Malheur River (Red) Bridge Section
Riverside-Juntura Road
Malheur County
Bridges and Grade Separation Structures

Same as No. 2.

12. 12th and 13th Streets S.E. @ Hoyt Street S.E. (Salem)
Hoyt Street S.E.
Marion County
Traffic Signals

Pedestrian signals to be installed for pedestrian and bicycle trafffic.

13. Project withdrawn.

14. Grande Ronde River (Powwatka) Bridge Section
Troy Road
Wallowa County
Bridges and Grade Separation Structures

Same as No. 2

15. Project postponed.

16. Pacific Highway West @ McDaniel Lane (McMinnville)
Pacific Highway West
Yamhill County
Sidewalks and Traffic Signals

Sidewalk ramps and pedestrian traffic signals will be incorporated for foot and bicycle traffic.

17. South Yamhill River Bridge Section
Bellevue-Hopewell Highway
Yamhill County
Painting Bridges and Structures

Same as No. 3.

18. Villa Road Connection-Hillsboro/Silverton Highway (Newberg)
Hillsboro-Silverton Highway
Yamhill County
Earthwork, Drainage, A.C. Pavement and Oiling, and Traffic Signals

Sidewalks, ramps and adequate shoulders for bicycles, as well as pedestrian traffic signals for foot and bicycle traffic will be incorporated into this project.

LWR:DH:ja

cc E. S. Hunter
D. G. Talbot
L. E. George
Bob Pool

jc

TRH 7-6-1
Sp

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-F-28(5)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Lane
3. FROM Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 40004

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE November 26, 1985
8. FEDERAL ROUTE NUMBER Primary 28
9. STATE ROUTE NUMBER Secondary 227

10. GENERAL LOCATION: 42nd Street (Springfield) Section

11. GENERAL DESCRIPTION OF WORK Channelization Roadwork and Traffic Signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Anticipated items as shown in your Revised"PS&E" Estimate dated 11-5-85

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 11-25-85 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $258,290; Federal Funds $229,088.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing zone striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

RECEIVED
STAT HWY ENG
DEC 6 '85
REFER TO Potter
FOR

original att
12/6

14. DATE 12/5/85
15. SIGNATURE OF APPROVING OFFICIAL G. K.
16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTR TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-F-28(5)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Lane

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40004

6. TO

Mr. E. S. Hunter
Acting State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE September 3, 1985

8. FEDERAL ROUTE NUMBER Primary 28

9. STATE ROUTE NUMBER Secondary 227

10. GENERAL LOCATION:

42nd Street (Springfield) Section

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change
See Below

13. REMARKS

As requested by Mr. Potter's letter of 8-27-85 the Program Change is approved as follows:

1) Project No. Change to Read --- HES-F-28(5)
2) App'n Code --- Add 010
3) Class of Federal Funds --- Add Consolidated Primary
4) Project Data --- Add 3) Channelization consisting of grade, drain and high type pave necessary to provide a left turn refuge and incidental common to this type of project.

RECEIVED
STATE HWY ENGR
SEP -9 '85
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to
9/9

14. DATE 9/6/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: August 27, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Project No. HES-28(5)
42nd Street (Springfield) Section
Eugene-Springfield Highway
Lane County

I request your approval of a program change to include in the character of proposed work channelization and joint financing utilizing Consolidated Primary funds to supplement Hazard Elimination funds.

This change will require the following revisions in project data:

1) Project No. Change to Read --- HES-F-28(5)
2) Appn Code --- Add 010
3) Class of Federal Funds --- Add Consolidated Primary
4) Project Data --- Add 3) Channelization consisting of grade, drain and high type pave necessary to provide a left turn refuge and incidental common to this type of project.

Revisions in financing are as indicated in the enclosed PS&E estimates.

CPL:bkb
cc: R. Bladorn
J. Peterson
R. Oakes
General Files

Form 734-3122

TRA 7-6-1
[illegible]

STATE OF OREGON
HIGHWAY DIVISION - REGION 3

INTEROFFICE MEMO

TO: Gary Potter, Manager
Program Section

DATE: January 21, 1985

ORIGINAL SIGNED BY JAMES J. GIX

FROM: JAMES J. GIX
Region Engineer

SUBJECT: Eugene-Springfield Highway @ 42nd St.
Eugene-Springfield Highway
Lane County

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JAN 22 '85
REFER TO

FOR

Info	Invest	R/D	D/R	Sign	Act	File

[illegible]

The subject project has developed a program error and was published in the approved 6-Year Highway Plan with an incorrect project cost. Let me briefly explain the history of this project.

The project was added to the 1982 version of the 6-Year Plan as a development project to modernize the intersection of the eastbound off-ramp and 42nd Street in the City of Springfield. The Preliminary Design Section proposed several designs and the City of Springfield proposed several designs, none of which were totally acceptable.

In November of 1983, a meeting was held in Salem with city officials and the Technical Services Section. At that time, a compromise improvement was agreed upon. This design involved channelization and the addition of a multi-phase signal. The signal was justified based on the Title II program.

Throughout the 6-Year Plans, this project showed as Project No. 357 with an estimate of $200,000. The Title II was approved for $76,000 to fund a signal. Apparently the Traffic Section sent down a project for the signalization. The final 6-Year Plan showed a Project No. 272 to signalize and channelize with an estimate of $100,000.

Our Project Manager, Doug Greene, has completed a location for signalization and channelization at 42nd with an estimated cost of $330,000. This is the project that was worked out with the City of Springfield and also specifically promised by Fred Miller to Mayor Lively.

The funding should be $76,000 HES and the balance on federal aid primary.

81-125-1387

It is unfortunate that the final plan was approved with this mix-up. At the time it was discovered, we were told that it was too late to change the final plan but that projects in this size range should be adjusted for good reason.

Please proceed to program this project so that it can be constructed in the 1985 fiscal year based on dual financing.

jjg/cw
Attach.

cc W. E. Schwartz ✓
Bob Pool
D. W. Greene
Larry Asburry

PROJECT PROSPECTUS
PART 4 - SURVEY AUTHORITY

Lane Co

SEE INSTRUCTIONS ON REVERSE

KEY ID# Spfld.

SECTION
Eugene - Springfield Hwy. @ 42nd St.

REGION 3

SURVEY AUTHORITY Hwy #227	AUTHORIZATION NO. 1	PREFIX 120-1919	DATE

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 4,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT	----		916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT	----		918 LOCATION		600	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		500
905 FINAL DESIGN		3,000	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		2,500	938 REGION ENVIRONMENT	----	
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING	----	
910 REGION GEOLOGIST	----		924 D.O.T.			955 R/W RELOC. ASSISTANCE	----	
911 TRAFFIC SECTION		5,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	----		980 PUBLIC HEARING	----	
913 RIGHT-OF-WAY LIAISON	----		927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON	----		932 RAILROAD & UTILITIES					
						TOTALS	$	$ 16,000
RIGHT-OF-WAY PREFIX						PREVIOUS AUTHORIZATION		$
FEDERAL AID PROJECT NUMBER HES-28(5)						ADD. AUTH. REQUIRED		$

LOCATION ENGINEER'S REMARKS

This is for authority to perform any necessary field work to develop a base map and to prepare a preliminary traffic signal design.

This is now extended to include preparation of plans, specifications and cost estimate for signal installation.

1 Versteeg ✓
Anderson
2 Adams
cy Macnab
3 Stoudenmeyer
Terpin
4 Trout
cy Wakerlig
5 Mollin

RECEIVED
NOV 18 1983
ROAD DESIGN SECTION

cy Lyle
Do Not File ☐
Return To
Bring Up
Action

Approved by Hwy Engr 9-14-83

PREPARED BY Gary M. Coffey	DATE 9/2/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 11/10/83
RECOMMENDED, REGION ENGINEER X	DATE 9/2/83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE 11	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 10-12-83	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

SECTION Eugene - Springfield Hwy. @ 42nd St.				KEY ID # REGION 3
STATE HIGHWAY # 227	HIGHWAY NAME Eugene - Springfield Hwy.		MILE POST FROM 1C 7.56 TO	LENGTH
☐ URBAN ☒ RURAL	CITY Springfield	COUNTY Lane	ROAD/STREET NAME	
ROUTE # 126	FEDERAL AID # FAP 28	APPLICANT (IF OTHER THAN STATE)		

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 16	GRADING (✓)		FILES (#)	0
RIGHT OF WAY		$	PAVING (✓)		ACRES (#)	0
ROADWAY	$		STRUCTURES (✓)		RELOCATIONS (#)	0
STRUCTURES	$		SIGNING (✓)	X	WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$ 60		SIGNALS (✓)	X	PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 3				RIGHT OF WAY DESCRIPTIONS (S,C,A)	
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	
~~10%~~ ENGINEERING & CONTINGENCIES	$ Incl. in above		DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 63 ~~60~~	WORK TYPE (1-12)	9	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ 79 ~~76~~				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE Title II	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)		
SIGNALS (#)	0	1
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC		
YEAR OF AVERAGE DAILY TRAFFIC		

DEFINE THE PROBLEM

This intersection has an accident history of turning and angle accidents which are preventable by signalization.

PROPOSED SOLUTION

Install a two-phase fully actuated traffic signal.

REQUESTED, REGION ENGINEER X	DATE 8-30-83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE 9-14-83	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Eugene - Springfield Hwy. @ 42nd St.

REGION 3

PROJECT JUSTIFICATION

This office has been requested by the City of Springfield to investigate this intersection for signalization to include left turn lanes on 42nd St.

The intersection meets the minimum vehicular warrant. The accident history indicates turning and angle accidents preventable by signalization.

Widening for a left turn lane would be very costly due to the railroad line immediately to the east and a large open ditch on the west of 42nd St. There would also be extensive sign and guardrail relocation.

A two-phase fully actuated traffic signal is recommended at this time.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART · PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Eugene - Springfield Hwy. @ 42nd St.

REGION: 3

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	N	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	S	OLD (#) 0	NEW (#) 1
						UTILITIES	S	(LIST BELOW)	

COMPANIES

Rainbow Water
Springfield Utility Board
Northwest Natural Gas
Pacific Northwest Bell

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON	S	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N

DESIGN SPEED: 45 MPH

DESIGN STANDARDS: AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				2			12	0	12			2				
				2			12	0	12			2				

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
		N/A			

STRUCTURE DATA

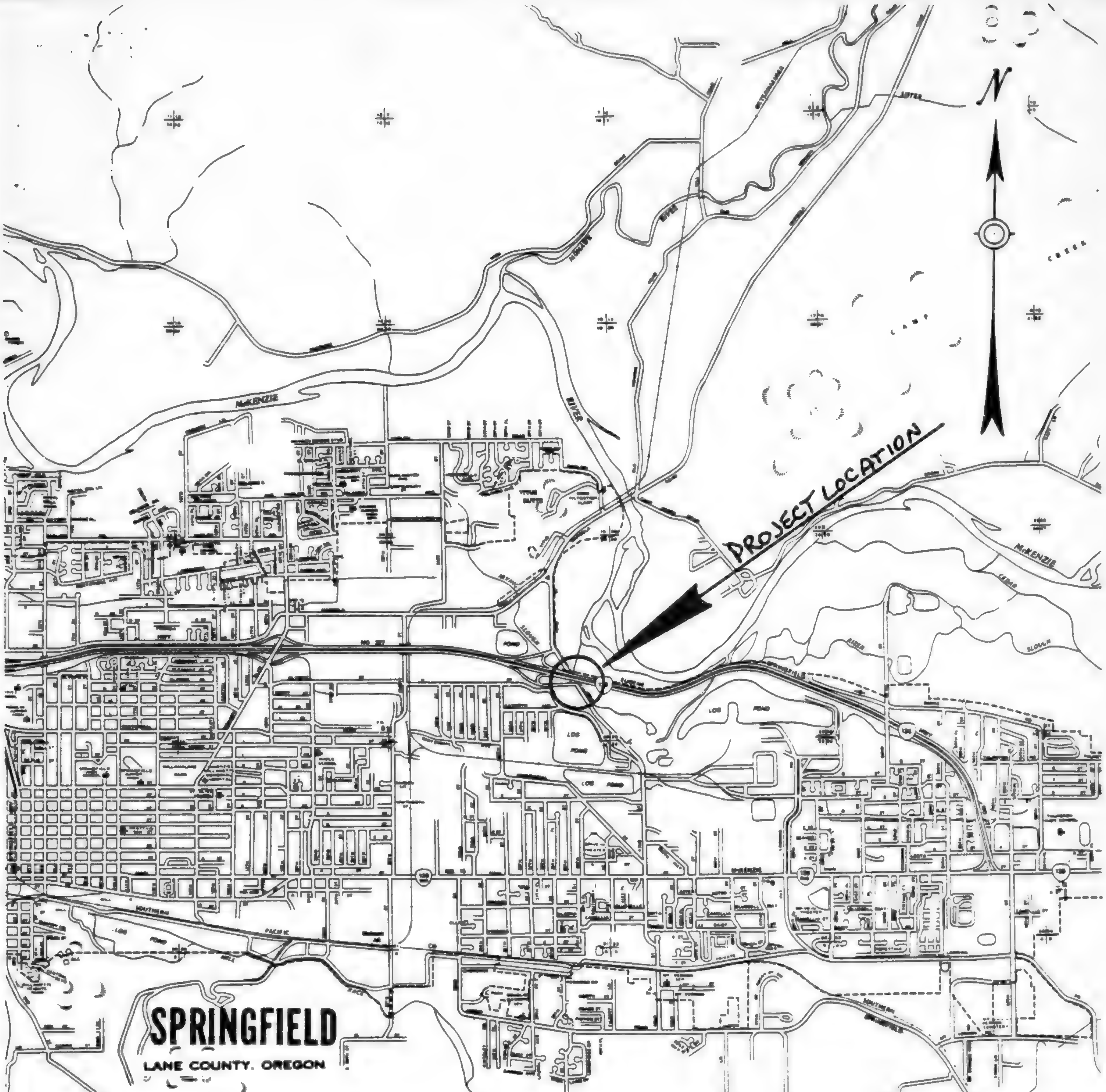
STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2			N/A	BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

734-1912 (7-82)


N
PROJECT LOCATION
SPRINGFIELD
LANE COUNTY, OREGON
McKENZIE
RIVER
McKENZIE
CAMP
CREEK
LOG POND
LOG POND
LOG POND
SOUTHERN
PACIFIC
SOUTHERN
PACIFIC
WILLAMETTE
FORK
MIDDLE
COAST
FORK
RIVER
MIDDLE
FORK
BUFORD
RECREATION AREA

TRA 7-6-1

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-28(5) Springfield

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40004

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/12/83

8. FEDERAL ROUTE NUMBER Primary 28

9. STATE ROUTE NUMBER Secondary 227

10. GENERAL LOCATION:
42nd Street (Springfield) Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work
TEC $16,000
F.F $14,400
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS
As requested by Mr. Swan's letter of 10/3/83

RECEIVED
STATE HWY ENGR
OCT 13 '83
REFER TO Potter
FOR
Info Inves R/D D/R Sign Act File

Orig to
10/14

14. DATE 10/12/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

TRF 7 6
Springfield

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO

Date: October 3, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D. E. Swan, PE
Project Unit Engineer

Subject: Project Data Submission
Item No. 40004
Project No. HES-28(5)
42nd Street (Springfield) Section
Eugene-Springfield Highway
Lane County

Attached data consists of PR-1 forms with project maps, SPIS data sheet, collision diagram, traffic signal warrant comparison, other traffic data sheets and sketch map.

I request the following:

1) Concurrence that this project qualifies for the "Timesavings Procedures" enumerated in FHPM 8-2-3.

2) Concurrence that this project falls in the classification of Categorical Exclusions (Cat. #2) as set forth in 23 CFR 771 Requirements based on "Statewide Categorical Exclusion" (Cat. #2) concurred in by FHWA on February 25, 1980.

3) Authorization to proceed with all phases of preliminary engineering, including utility preparatory work, necessary to obtain P.S. and E. approval at at estimated total cost of $16,000 with an obligation of $14,400 in Federal Funds.

It is the Oregon State Highway Division's present intention to request, for the construction phase of this project, Federal-Aid participation of 100 percent for reimbursement claims paid on or before September 30, 1984 in accordance with Public Law 97-424, Section 145.

DRH:jh
Attachments
cc: L. E. George
James J. Gix (Region 3)
General Files

Form 734-3122

1986 Sutton Lake-Florence Sec. 10,173
of Oregon Coast Hwy.
(Clearing)

10,173 321

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 1-131	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State OREGON
PROJECT REPORT NUMBER	1-29-90	County LANE
MODIFICATION NUMBER 5		Project Number F-2-3(16)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 10, 19 86, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$7,270,543.00	$7,095,543.00
Federal funds	$6,395,088.00	$6,240,826.00
Other revisions		

This modification is made for the following reasons: To deobligate Appn Code 010 funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 29TH day of JAN, 19 '90.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for MANAGER, PROGRAM SECTION
(Title)

~~By~~ FOR: DONALD E. FORBES, P.E.

STATE HIGHWAY ENGINEER
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

FOR: DALE E. WILKEN

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 15, 1989

FEDERAL-AID PROJECT NO. F-2-3(16)

SUTTON LAKE-FLORENCE SECTION
OREGON COAST HIGHWAY
LANE COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE IOOO
ROADWAY (STA. 0+00 TO 290+60)

Total for first contract same as previous estimate of March 10, 1987	$	108,798.00

TYPE CODE IOOO
ROADWAY (STA. 397+90 THRU EQUA. STA. 400+00 BK. = 0+00 AH. TO STA. 290+60)

Subtotal from previous estimate of March 2, 1989	$	6,099,330.96
Decrease in Construction Costs		175,000.00
Subtotal	$	5,924,330.96
Engineering		710,108.04
Extended Travel Costs		57,000.00
Total	$	6,691,439.00

TYPE CODE YO31
TRAFFIC SIGNALS (2 LOCATIONS)

Total from previous estimate of March 2, 1989	$	99,596.00

TYPE CODE XO21
SUTTON CR. BR. #1494A009-B478 (STA. 398+90 TO 400+00)

Total from previous estimate of March 2, 1989	$	179,949.00

Length of Roadway ------------------------------ 5.523 mi.
Length of Structure ------------------------------ 0.21 mi.

Cost of Roadway Per Mile ---------------- $1,231,257.83

NONPARTICIPATING ITEMS

Total from previous estimate of March 2, 1989 $ 15,761.00

SUMMARY OF FUNDS (88.15%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CITY FUNDS
Roadway 1st Contract	$ 108,798.00	$ 95,905.00	$ 12,893.00	$ —
Roadway 2nd Contract	6,691,439.00	5,898,503.00	787,936.00	5,000.00
Signal	99,596.00	87,793.00	4,303.00	7,500.00
Structure	179,949.00	158,625.00	21,324.00	—
Nonparticpating	15,761.00	—	15,761.00	—
TOTAL	$ 7,095,543.00	$ 6,240,826.00	$ 842,217.00	$ 12,500.00

1st Contract No. 10,173
2nd Contract No. 10,446
Prefix: C020-1982 (P.E.)
C10173
C10446
C020-1013

DCN:bkw

113

5

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 3-26

PROJECT REPORT NUMBER

MODIFICATION NUMBER 4

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

3-6-89

Form Approved; O M B No. 04-R2089

State Oregon

County Lane

Project Number F-2-3(16)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on 11-26, 19 85, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 6,888,432.00	$ 7,270,543.00
Federal funds	$ 6,058,258.00	$ 6,395,088.00
Other revisions		

This modification is made for the following reasons: To include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 6TH day of MAR, 19 '89.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph N. Speight Jr.

MANAGER, PROGRAM SECTION
(Title)

XXX FOR: DONALD E. FORBES, P.E.

STATE HIGHWAY ENGINEER
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

FOR: DALE E. WILKEN

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon March 2, 1989

Federal-aid Project No. F-2-3(16)

Sutton Lake-Florence Section
Oregon Coast Highway
Lane County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 1000
Roadway (Sta. 0+00 to 290+60)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
General Excavation	CY	$ 3.00	137,755	$ 413,265.00	141,708.40	$425,125.20
Trench Excavation	CY	10.50	11,130	116,865.00	14,598.90	153,288.45
Watering	M-Gal.	15.00	200	3,000.00	1,040.60	15,609.00
Structure Excavation for Walls	CY	15.00	58	870.00	188.00	2,820.00
1"-0 Aggregate Base	TON	10.00	19,800	198,000.00	20,757.02	207,570.20
Aggregate Shoulders	TON	10.00	7,600	76,000.00	12,976.88	129,768.80
Cement Treated Base Mixture	TON	12.00	70,470	845,640.00	75,058.59	900,703.08
Class B or C Asphalt Concrete Mixture	TON	18.00	34,500	621,000.00	41,073.67	739,326.06
Hydrated Lime in Mixture	TON	105.00	397	41,685.00	476.92	50,076.60
Concrete in Walls	CY	350.00	70	24,500.00	108.60	38,010.00
Reinf. in Walls	LB	1.00	1,200	1,200.00	3,693	3,693.00
8-Inch Culvert Pipe	LF	16.00	60	960.00	150	2,400.00

18-Inch Culvert Pipe	LF	25.00	1,248	31,200.00	1,393	34,825.00
12-Inch Storm Sewer Pipe	LF	23.00	1,542	35,466.00	1,901	43,723.00
42-Inch Storm Sewer Pipe	LF	48.00	3,382	162,336.00	3,402	163,296.00
48-Inch Storm Sewer Pipe	LF	50.00	2,315	115,750.00	2,346	117,300.00
Type 2 Fence (PA #21)	LF	5.00	310	1,550.00	919	4,595.00
Asphalt Driveways (PA #18)	SY	10.00	120	1,200.00	4,046.90	40,469.00
				$2,690,487.00		$3,072,598.39

Total Increase	$ 382,111.39
Subtotal of previous estimate of Nov. 6, 1987	5,717,219.57
Subtotal	$6,099,330.96
Extended Travel Costs	57,000.00
Engineering	710,108.04
Total	$6,866,439.00

Type Code Y031
Traffic Signals (2 Locations)

Subtotal as on previous estimate of November 6, 1987	$ 88,530.00
Engineering	11,066.00
Total	$ 99,596.00

Type Code X021
Sutton Cr. Br. #1494A009-B478 (Sta. 398+90 to 400+00)

Subtotal as on previous estimate of November 6, 1987	$ 159,954.80
Engineering	19,994.20
Total	$ 179,949.00

Length of Roadway	5.523 mi.
Length of Structure	0.021 mi.
Total	5.544 mi.

Cost of Roadway Per Mile $1,243,920.11

Nonparticipating Items

Subtotal as on previous estimate of November 6, 1987 $ 14,010.00

Engineering 1,751.00

Total $ 15,761.00

SUMMARY OF FUNDS (88.15%)

Description	Appn Code	Sub. Job	Total Cost	Federal Funds	State Funds	City Funds
Roadway (1st Cont.)	010	011	$ 108,798.00	$ 95,905.00	$ 12,893.00	$ -----
Roadway (2nd Cont.)	010	011	6,866,439.00	6,052,765.00	808,674.00	5,000.00
Signal	010	011	99,596.00	87,793.00	4,303.00	7,500.00
Structure	010	011	179,949.00	158,625.00	21,324.00	-----
Nonpartic.	---	010	15,761.00	-----	15,761.00	-----
Total			$7,270,543.00	$6,395,088.00	$ 862,955.00	$ 12,500.00

1st Contract No. 10,173

Sub. Job 010: 0%; Sub. Job 011: 100%

2nd Contract No. 10,446
Sub. Job 010 = 0%; Sub. Job 011 = 96%; Sub. Job 081 = 4%

Prefix: C020-1982 (P.E.)
C10173
C10446
C020-1013

DDB:bkw

10,173

TO BE COMPLETED BY FHWA		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 11-72	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Lane
MODIFICATION NUMBER 3		Project Number F-2-3(16)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 10, 19 86, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 6,830,078.00	$ 6,888,432.00
Federal funds	$ 6,006,819.00	$ 6,058,258.00
Other revisions		

This modification is made for the following reasons:

To include utility adjustments.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16TH day of NOV, 19 87.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Cam Gilmore

Manager, Program Section
(Title)

~~By~~ For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon   November 6, 1987

Federal-Aid Project No. F-2-3(16)

Sutton Lake - Florence Section
Oregon Coast Highway
Lane County

REVISED PROJECT AGREEMENT ESTIMATE
(For adding Second Contract)

Type Code 1000
Roadway (Sta. 0+00 to 290+60)

Total of First Contract same as previous estimate of March 10, 1987 $ 108,798.00

Type Code 1000
Roadway (Sta. 397+90 Thru Equa. Sta. 400+00 BK = 0+00 Ah to Sta. 20+60)

Mobilization	Lump Sum	All	Lump Sum	$ 500,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	30,000.00
Temporary Signs	Sq. Ft.	1,535	8.00	12,280.00
Temporary Barricades	Each	63	40.00	2,520.00
Temporary Guardrail, Type 2A Reflectorized	Lin. Ft.	150	20.00	3,000.00
Temporary Bridge Rail, Reflectorized	Lin. Ft.	220	18.00	3,960.00
Temporary Delineators	Each	195	18.00	3,510.00
Temporary Reflective Pavement Markers	Each	1,500	3.45	5,175.00
Sequentail Arrow Signs	Each	2	2,500.00	5,000.00
Flaggers	Hour	6,000	16.00	96,000.00
Pilot Car	Hour	300	32.00	9,600.00
Stripe Removal	Lin. Ft.	61,000	0.50	30,500.00
Clearing and Grubbing	Lump Sum	All	Lump Sum	35,000.00
Removal of Structure and Obstructions	Lump Sum	All	Lump Sum	20,000.00
Ditch Excavation	Cu. Yd.	2,270	4.00	9,080.00
Embankment in Place	Cu. Yd.	5,000	6.00	30,000.00
General Excavation	Cu. Yd.	137,755	3.00	413,265.00
Angular Granular Backfill	Cu. Yd.	6,000	10.00	60,000.00

Trench Excavation	Cu. Yd.	11,130	10.50	116,865.00
Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum	10,000.00
Watering	M-Gal.	200	15.00	3,000.00
Structure Excavation for Walls	Cu. Yd.	58	15.00	870.00
1"-0 Aggregate Base	Ton	19,800	10.00	198,000.00
Aggregate Shoulders	Ton	7,600	10.00	76,000.00
Cement Treated Base Mixture	Ton	70,470	12.00	845,640.00
Portland Cement in CTB Mixture	Ton	3,523	67.00	236,041.00
Class "B" or Class "C" Asphalt Concrete Mixture	Ton	34,500	18.00	621,000.00
Class "C" Asphalt Concrete Mixture in Leveling	Ton	5,200	18.00	93,600.00
Class "F" Asphalt Concrete Mixture	Ton	11,375	18.00	204,750.00
Asphalt Cement in Mixture	Ton	3,065	165.00	505,725.00
Portland Cement or Lime in Mixture	Ton	114	67.00	7,638.00
Hydrated Lime in Mixture	Ton	397	105.00	41,685.00
Emulsified Asphalt in Sand Seal	Ton	64	160.00	10,240.00
Aggregate in Sand Seal	Ton	347	30.00	10,410.00
Asphalt in Tack Coat	Ton	51	275.00	14,025.00
Concrete in Walls	Cu. Yd.	70	350.00	24,500.00
Reinforcement in Walls	Lb.	1,200	1.00	1,200.00
8-inch Culvert Pipe	Lin. Ft.	60	16.00	960.00
12-inch Culvert Pipe	Lin. Ft.	4,940	18.00	88,920.00
18-inch Culvert Pipe	Lin. Ft.	1,248	25.00	31,200.00
24-inch Culvert Pipe	Lin. Ft.	428	27.00	11,556.00
36-inch Culvert Pipe	Lin. Ft.	22	47.00	1,034.00
8-inch Storm Sewer Pipe	Lin. Ft.	354	19.00	6,726.00
12-inch Storm Sewer Pipe	Lin. Ft.	1,542	23.00	35,466.00
15-inch Storm Sewer Pipe	Lin. Ft.	60	25.00	1,500.00
18-inch Storm Sewer Pipe	Lin. Ft.	1,564	28.00	43,792.00
24-inch Storm Sewer Pipe	Lin. Ft.	838	35.00	29,330.00
27-inch Storm Sewer Pipe	Lin. Ft.	622	38.00	23,636.00
30-inch Storm Sewer Pipe	Lin. Ft.	304	45.00	13,680.00
36-inch Storm Sewer Pipe	Lin. Ft.	1,614	52.00	83,928.00
42-inch Storm Sewer Pipe	Lin. Ft.	3,382	48.00	162,336.00
48-inch Storm Sewer Pipe	Lin. Ft.	2,315	50.00	115,750.00
72-inch Storm Sewer Pipe	Lin. Ft.	30	155.00	4,650.00
Extra for Pipe Under Pavement	Lin. Ft.	1,514	20.00	30,280.00
Bedding Material	Cu. Yd.	870	15.00	13,050.00
Concrete Manholes	Each	12	2,200.00	26,400.00
Concrete Manholes, Drop	Each	1	6,500.00	6,500.00
Concrete Manholes, Large	Each	17	2,900.00	49,300.00
Concrete Inlets, Type CG-2	Each	67	400.00	26,800.00
Concrete Inlets, Type D	Each	2	450.00	900.00
Concrete Inlets, Type G-2MA	Each	4	550.00	2,200.00
Concrete Inlets, Type ME-Modified	Each	1	850.00	850.00
Concrete Inlets, Special	Each	1	300.00	300.00

Guardrail, Type 2A	Lin. Ft.	363	17.00	6,171.00
Guardrail, Type 3	Lin. Ft.	100	27.00	2,700.00
Guardrail Anchors, Type 1	Each	4	375.00	1,500.00
Rail End Pieces, Type B	Each	2	60.00	120.00
Rail End Pieces, Type C	Each	2	100.00	200.00
Type 2 Fence	Lin. Ft.	310	5.00	1,550.00
Type CL-4R Chain Link Fence, Modified	Lin. Ft.	110	10.00	1,100.00
Concrete Walks	Sq. Yd.	6,554	11.00	72,094.00
Concrete Driveways	Sq. Yd.	1,782	14.00	24,948.00
Concrete Curbs	Lin. Ft.	19,061	5.00	95,305.00
Extra for Asphalt Approaches	Each	282	200.00	56,400.00
Extra for Asphalt Slope Paving	Sq. Yd.	220	10.00	2,200.00
Asphalt Driveways	Sq. Yd.	120	10.00	1,200.00
Paved Culvert End Slopes	Sq. Ft.	1,144	13.00	14,872.00
Loose Riprap, Class 50	Cu. Yd.	120	25.00	3,000.00
Grouted Riprap	Cu. Yd.	255	100.00	25,500.00
Adjusting Manholes	Each	33	350.00	11,550.00
Removal of Existing Sign Installations	Lump Sum	All	Lump Sum	500.00
Wood Sign Posts	Lump Sum	All	Lump Sum	11,000.00
Sign Support Footings	Lump Sum	All	Lump Sum	5,500.00
Single Post Slip Base Supports	Lump Sum	All	Lump Sum	12,500.00
Type "C" Signs in Place	Sq. Ft.	727	10.00	7,270.00
Type "D" Signs in Place	Sq. Ft.	153	10.00	1,530.00
Type "EE" Signs in Place	Sq. Ft.	262	10.00	2,620.00
Type "G" Signs in Place	Sq. Ft.	14	10.00	140.00
Type "I" Signs in Place	Sq. Ft.	16	10.00	160.00
Type "R" Signs in Place	Sq. Ft.	25	7.00	175.00
Type "S" Signs in Place	Sq. Ft.	42	10.00	420.00
Type "U" Signs in Place	Sq. Ft.	2,389	6.00	14,334.00
Remove and Reinstall Existing Signs	Lump Sum	All	Lump Sum	300.00
Seeding, Fertilizing, and Mulching	Acre	17	800.00	13,600.00
Furnishing and Planting Willow Cuttings	Each	1,250	2.00	2,500.00
Furnishing and Planting Shrubs	Each	1,204	13.00	15,652.00
Bark Mulch	Unit	9	130.00	1,170.00
				$ 5,510,904.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 10,000.00
Temporary Pavement Striping	All Required	11,500.00
Statistical Asphalt Bonus	All Required	69,500.00
On-the-Job Trainees ($0.80 x 2,000 hrs.)	All Required	1,600.00
Right of Way Monumentation	All Required	20,000.00
EEO/Labor Compliance Monitoring (0.5%)	All Required	27,639.57

Permanent Reflective Pavement Markers			All Required	5,500.00
Channelizing Delineators			All Required	2,000.00
				$ 147,739.57
			SUBTOTAL	$ 5,658,643.57
Furnishing Field Laboratory	Lump Sum	All	Lump Sum	3,000.00
Utility Adjustment (Aerial Power Line)	Lump Sum	All	Lump Sum	9,042.00
Utility Adjustment (Hylton)	Lump Sum	All	Lump Sum	1,280.00
Utility Adjustment (Water)	Lump Sum	All	Lump Sum	45,254.00
		Extended Travel Costs		57,000.00
			Engineering	710,108.43
			Total	$ 6,484,328.00

Type Code Y031
Traffic Signals (2 locations)

Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum	$ 61,000.00
Model 170 Controller Equipment, Complete	Lump Sum	All	Lump Sum	20,000.00
				$ 81,000.00

Anticipated Items

State Furnished Prom & Program	All Required	$ 1,400.00
Signal Controller Testing and Turn-On	All Required	5,725.00
EEO/Labor Compliance Monitoring (0.5%)	All Required	405.00
		$ 7,530.00
	Subtotal	$ 88,530.00
	Engineering	11,066.00
	Total	$ 99,596.00

Type Code X021
Sutton Creek Bridge Widening (Str. #1494A009-18478)(Sta. 398+90 to Sta. 400+00)

Bridge Removal Work	Lump Sum	All	Lump Sum	$ 15,000.00
Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	3,000.00
Structure Excavation	Cu. Yd.	45	16.00	720.00
Furnish Pile Driving Equipment	Lump Sum	All	Lump Sum	15,000.00
Furnish 12-inch Prestressed Concrete Piling	Lin. Ft.	376	16.00	6,016.00
Furnish 16-inch Prestressed Concrete Piling	Lin. Ft.	296	18.00	5,328.00
Drive Prestressed Concrete Piles	Lin. Ft.	544	1.00	544.00

Structural Concrete, Class 3300 (114 C.Y.)	Lump Sum	All	Lump Sum	42,000.00
Structural Concrete, Class 4000 (81 C.Y.)	Lump Sum	All	Lump Sum	21,500.00
Coated Reinforcement (42,000 lbs. and 150 Lbs.)	Lump Sum	All	Lump Sum	20,000.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	252	65.00	16,380.00
Concrete Bridge Rail	Lin. Ft.	301	30.00	9,030.00
Membrane Waterproofing	Sq. Yd.	663	7.00	4,641.00
				$ 159,159.00

Anticipated Items

EEO/Labor Compliance Monitoring (0.5%)	All Required	$ 795.80
	Subtotal	$ 159,954.80
	Enginering	19,994.20
	Total	$ 179,949.00

Length of Roadway -------------------- 5.523 mi.
Length of Structure ------------------ 0.021 mi.
Total 5.544 mi.

Cost of Roadway Per Mile ------------- $1,163,493.39

Nonparticipating Items

Single Mailbox Supports	Each	13	100.00	$ 1,300.00
Multiple Mailbox Supports	Each	50	250.00	12,500.00
Mailbox Concrete Collars	Each	7	30.00	210.00
			Subtotal	$ 14,010.00
			Engineering	1,751.00
			Total	$ 15,761.00

SUMMARY OF FUNDS (88.15%)

Description	Appn	Sub-Job	Total Cost	Federal Funds	State Funds	City Funds
Roadway (1st Cont.)	010	011	$ 108,798.00	$ 95,905.00	$ 12,893.00	$ ---
Roadway (2nd Cont.)	010	011	6,484,328.00	5,715,935.00	763,393.00	5,000.00
Signal	010	011	99,596.00	87,793.00	4,303.00	7,500.00
Structure	010	011	179,949.00	158,625.00	21,324.00	---
SUBTOTAL			$6,872,671.00	$6,058,258.00	$801,913.00	$12,500.00
Nonparticipating		010	15,761.00	---	15,761.00	---
TOTAL			$6,888,432.00	$6,058,258.00	$817,674.00	$12,500.00

1st Contract No. 10,173 = Sub-Job 010 = 0%; Sub-Job 011 = 100%
2nd Contract No. 10,446 = Sub-Job 010 = 0%; Sub-Job 011 = 96%; Sub-Job 081 = 4%
Prefix: C020-1982 (P.E.)
Prefix: C10173
Prefix: C10446
Prefix: C020-1013

CPL:me

12,175

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 7-	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Lane
PROJECT REPORT NUMBER	7-8-87	Project Number F-2-3(16)
MODIFICATION NUMBER 2		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 10, 19 86, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 108,798	$ 6,830,078
Federal funds	$ 95,905	$ 6,006,819
Other revisions		

This modification is made for the following reasons: To include second construction contract.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8 TH day of , 19 87

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX By For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form **PR-2A**
(Rev. 7-83)

Previous editions are obsolete

★ U.S. GOVERNMENT PRINTING OFFICE: 1985 -491-818/46154

Oregon State Highway Division
Salem, Oregon June 25, 1987

Federal Aid Project No. F-2-3(16)

Sutton Lake-Florence Section
Oregon Coast Highway
Lane County

REVISED PROJECT AGREEMENT ESTIMATE
(For adding Second Contract)

Type Code I000
Roadway (Sta. 0+00 to 290+60)

TOTAL of 1st Contract same as previous estimate of March 10, 1987 $ 108,798.00

Type Code I000
Roadway (Sta. 397+90 Thru Equa. Sta. 400+00 BK = 0+00 Ah to Sta. 290+60)

Mobilization	Lump Sum	All	Lump Sum	$ 500,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	30,000.00
Temporary Signs	Sq. Ft.	1,535	8.00	12,280.00
Temporary Barricades	Each	63	40.00	2,520.00
Temporary Guardrail, Type 2A, Reflectorized	Lin. Ft.	150	20.00	3,000.00
Temporary Bridge Rail, Reflectorized	Lin. Ft.	220	18.00	3,960.00
Temporary Delineators	Each	195	18.00	3,510.00
Temporary Reflective Pavement Markers	Each	1,500	3.45	5,175.00
Sequential Arrow Signs	Each	2	2,500.00	5,000.00
Flaggers	Hour	6,000	16.00	96,000.00
Pilot Car	Hour	300	32.00	9,600.00
Stripe Removal	Lin. Ft.	61,000	0.50	30,500.00
Clearing and Grubbing	Lump Sum	All	Lump Sum	35,000.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	20,000.00
Ditch Excavation	Cu. Yd.	2,270	4.00	9,080.00
Embankment in Place	Cu. Yd.	5,000	6.00	30,000.00
General Excavation	Cu. Yd.	137,755	3.00	413,265.00
Angular Granular Backfill	Cu. Yd.	6,000	10.00	60,000.00
Trench Excavation	Cu. Yd.	11,130	10.50	116,865.00
Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum	10,000.00
Watering	M-Gal.	200	15.00	3,000.00
Structure Excavation for Walls	Cu. Yd.	58	15.00	870.00
1"-0 Aggregate Base	Ton	19,800	10.00	198,000.00
Aggregate Shoulders	Ton	7,600	10.00	76,000.00
Cement Treated Base Mixture	Ton	70,470	12.00	845,640.00
Portland Cement in CTB Mixture	Ton	3,523	67.00	236,041.00

Class "B" or Class "C" Asphalt Concrete Mixture	Ton	34,500	18.00	621,000.00
Class "C" Asphalt Concrete Mixture in Leveling	Ton	5,200	18.00	93,600.00
Class "F" Asphalt Concrete Mixture	Ton	11,375	18.00	204,750.00
Asphalt Cement in Mixture	Ton	3,065	165.00	505,725.00
Portland Cement or Lime in Mixture	Ton	114	67.00	7,638.00
Hydrated Lime in Mixture	Ton	397	105.00	41,685.00
Emulsified Asphalt in Sand Seal	Ton	64	160.00	10,240.00
Aggregate in Sand Seal	Ton	347	30.00	10,410.00
Asphalt in Tack Coat	Ton	51	275.00	14,025.00
Concrete in Walls	Cu. Yd.	70	350.00	24,500.00
Reinforcement in Walls	Lb.	1,200	1.00	1,200.00
8-inch Culvert Pipe	Lin. Ft.	60	16.00	960.00
12-inch Culvert Pipe	Lin. Ft.	4,940	18.00	88,920.00
18-inch Culvert Pipe	Lin. Ft.	1,248	25.00	31,200.00
24-inch Culvert Pipe	Lin. Ft.	428	27.00	11,556.00
36-inch Culvert Pipe	Lin. Ft.	22	47.00	1,034.00
8-inch Storm Sewer Pipe	Lin. Ft.	354	19.00	6,726.00
12-inch Storm Sewer Pipe	Lin. Ft.	1,542	23.00	35,466.00
15-inch Storm Sewer Pipe	Lin. Ft.	60	25.00	1,500.00
18-inch Storm Sewer Pipe	Lin. Ft.	1,564	28.00	43,792.00
24-inch Storm Sewer Pipe	Lin. Ft.	838	35.00	29,330.00
27-inch Storm Sewer Pipe	Lin. Ft.	622	38.00	23,636.00
30-inch Storm Sewer Pipe	Lin. Ft.	304	45.00	13,680.00
36-inch Storm Sewer Pipe	Lin. Ft.	1,614	52.00	83,928.00
42-inch Storm Sewer Pipe	Lin. Ft.	3,382	48.00	162,336.00
48-inch Storm Sewer Pipe	Lin. Ft.	2,315	50.00	115,750.00
72-inch Storm Sewer Pipe	Lin. Ft.	30	155.00	4,650.00
Extra for Pipe Under Pavement	Lin. Ft.	1,514	20.00	30,280.00
Bedding Material	Cu. Yd.	870	15.00	13,050.00
Concrete Manholes	Each	12	2,200.00	26,400.00
Concrete Manholes, Drop	Each	1	6,500.00	6,500.00
Concrete Manholes, Large	Each	17	2,900.00	49,300.00
Concrete Inlets, Type CG-2	Each	67	400.00	26,800.00
Concrete Inlets, Type D	Each	2	450.00	900.00
Concrete Inlets, Type G-2MA	Each	4	550.00	2,200.00
Concrete Inlets, Type ME-Modified	Each	1	850.00	850.00
Concrete Inlets, Special	Each	1	300.00	300.00
Guardrail, Type 2A	Lin. Ft.	363	17.00	6,171.00
Guardrail, Type 3	Lin. Ft.	100	27.00	2,700.00
Guardrail Anchors, Type 1	Each	4	375.00	1,500.00
Rail End Pieces, Type B	Each	2	60.00	120.00
Rail End Pieces, Type C	Each	2	100.00	200.00
Type 2 Fence	Lin. Ft.	310	5.00	1,550.00
Type CL-4R Chain Link Fence, Modified	Lin. Ft.	110	10.00	1,100.00
Concrete Walks	Sq. Yd.	6,554	11.00	72,094.00
Concrete Driveways	Sq. Yd.	1,782	14.00	24,948.00
Concrete Curbs	Lin. Ft.	19,061	5.00	95,305.00
Extra for Asphalt Approaches	Each	282	200.00	56,400.00
Extra for Asphalt Slope				

Paving	Sq. Yd.	220	10.00	2,200.00
Asphalt Driveways	Sq. Yd.	120	10.00	1,200.00
Paved Culvert End Slopes	Sq. Ft.	1,144	13.00	14,872.00
Loose Riprap, Class 50	Cu. Yd.	120	25.00	3,000.00
Grouted Riprap	Cu. Yd.	255	100.00	25,500.00
Adjusting Manholes	Each	33	350.00	11,550.00
Removal of Existing Sign Installations	Lump Sum	All	Lump Sum	500.00
Wood Sign Posts	Lump Sum	All	Lump Sum	11,000.00
Sign Support Footings	Lump Sum	All	Lump Sum	5,500.00
Single Post Slip Base Supports	Lump Sum	All	Lump Sum	12,500.00
Type "C" Signs in Place	Sq. Ft.	727	10.00	7,270.00
Type "D" Signs in Place	Sq. Ft.	153	10.00	1,530.00
Type "EE" Signs in Place	Sq. Ft.	262	10.00	2,620.00
Type "G" Signs in Place	Sq. Ft.	14	10.00	140.00
Type "I" Signs in Place	Sq. Ft.	16	10.00	160.00
Type "R" Signs in Place	Sq. Ft.	25	7.00	175.00
Type "S" Signs in Place	Sq. Ft.	42	10.00	420.00
Type "U" Signs in Place	Sq. Ft.	2,389	6.00	14,334.00
Remove and Reinstall Existing Signs	Lump Sum	All	Lump Sum	300.00
Seeding, Fertilizing, and Mulching	Acre	17	800.00	13,600.00
Furnishing and Planting Willow Cuttings	Each	1,250	2.00	2,500.00
Furnishing and Planting Shrubs	Each	1,204	13.00	15,652.00
Bark Mulch	Unit	9	130.00	1,170.00
				$5,510,904.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 10,000.00
Temporary Pavement Striping	All Required	11,500.00
Statistical Asphalt Bonus	All Required	69,500.00
On-the-Job Trainees ($0.80 x 2,000 hrs.)	All Required	1,600.00
Right of Way Monumentation	All Required	20,000.00
EEO/Labor Compliance Monitoring (0.5%)	All Required	27,639.57
Permanent Reflective Pavement Markers	All Required	5,500.00
Channelizing Delineators	All Required	2,000.00
		$ 147,739.57

		SUBTOTAL		$5,658,643.57
Furnishing Field Laboratory	Lump Sum	All	Lump Sum	3,000.00
		Extended Travel Costs		57,000.00
		Engineering		707,330.43
		TOTAL		$6,425,974.00

Type Code Y031
Traffic Signals (2 Locations)

Traffic Signal Installations, Complete	Lump Sum	All	Lump Sum	$ 61,000.00

Model 170 Controller Equipment, Complete	Lump Sum	All	Lump Sum	20,000.00
				$ 81,000.00

Anticipated Items

State Furnished Prom & Program	All Required	$ 1,400.00
Signal Controller Testing and Turn-On	All Required	5,725.00
EEO/Labor Compliance Monitoring (0.5%)	All Required	405.00
		$ 7,530.00
	SUBTOTAL	$ 88,530.00
	Engineering	11,066.00
	TOTAL	$ 99,596.00

Type Code X021
Sutton Cr. Bridge Widening (Str. #1494A009-18478)(Sta. 398+90 to Sta. 400+00)

Bridge Removal Work	Lump Sum	All	Lump Sum	$ 15,000.00
Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	3,000.00
Structure Excavation	Cu. Yd.	45	16.00	720.00
Furnish Pile Driving Equipment	Lump Sum	All	Lump Sum	15,000.00
Furnish 12-inch Prestressed Concrete Piling	Lin. Ft.	376	16.00	6,016.00
Furnish 16-inch Prestressed Concrete Piling	Lin. Ft.	296	18.00	5,328.00
Drive Prestressed Concrete Piles	Lin. Ft.	544	1.00	544.00
Structural Concrete, Class 3300 (114 C.Y.)	Lump Sum	All	Lump Sum	42,000.00
Structural Concrete, Class 4000 (81 C.Y.)	Lump Sum	All	Lump Sum	21,500.00
Coated Reinforcement (42,000 lbs. and 150 Lbs.)	Lump Sum	All	Lump Sum	20,000.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	252	65.00	16,380.00
Concrete Bridge Rail	Lin. Ft.	301	30.00	9,030.00
Membrane Waterproofing	Sq. Yd.	663	7.00	4,641.00
				$ 159,159.00

Anticipated Items

EEO/Labor Compliance Monitoring (0.5%)	All Required	$ 795.80
	SUBTOTAL	$ 159,954.80
	Engineering	19,994.20
	TOTAL	$ 179,949.00

Length of Roadway -----------	5.523 miles
Length of Structure ---------	0.021 miles
TOTAL	5.544 miles

Cost of Roadway Per Mile ---- $1,163,493.39

Nonparticipating Items

Single Mailbox Supports	Each	13	100.00	$ 1,300.00
Multiple Mailbox Supports	Each	50	250.00	12,500.00
Mailbox Concrete Collars	Each	7	30.00	210.00
		SUBTOTAL		$ 14,010.00
		Engineering		1,751.00
		TOTAL		$ 15,761.00

SUMMARY OF FUNDS (88.15%)

Description	Appn	SubJob	Total Cost	Federal Funds	State Funds	City Funds
Roadway (1st Cont.)	010	011	$ 108,798.00	$ 95,905.00	$ 12,893.00	$ ---
Roadway (2nd Cont.)	010	011	6,425,974.00	5,664,496.00	756,478.00	5,000.00
Signal	010	011	99,596.00	87,793.00	4,303.00	7,500.00
Structure	010	011	179,949.00	158,625.00	21,324.00	---
SUBTOTAL			$6,814,317.00	$6,006,819.00	$794,998.00	$ 12,500.00
Nonparticipating		010	15,761.00	---	15,761.00	---
TOTAL			$6,830,078.00	$6,006,819.00	$810,759.00	$ 12,500.00

1st Contract No. 10,173 = SubJob 010: 0%; SubJob 011: 100%
2nd Contract No. 10,446 = SubJob 010: 0%; SubJob 011: 96% SubJob 081: 4%
Prefix: C020-1982 (P.E.)
Prefix: C10173
Prefix: C10446

CPL:pf

14/73

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved: O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 3-177		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Lane
MODIFICATION NUMBER 1	3-20-87	Project Number F-2-3(16)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 10, 1986, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 106,098	$ 108,798
Federal funds	$ 93,525	$ 95,905
Other revisions		

This modification is made for the following reasons:

To include increase of construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 20TH day of MAR, 1987.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

~~BY~~ For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon   March 10, 1987

Federal-Aid Project No. F-2-3(16)

Sutton Lake-Florence Section
Oregon Coast Highway
Lane County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 1000
Roadway (Sta. 0+00 to 290+60)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Flagging (PA #1)	$ 19.00	- - -	$ - - -	- - -	$ 2,700.00

Subtotal, including engineering from previous estimate of 1/7/86	$106,098.00
Total Increase	2,700.00
Total	$108,798.00

Length of Project ------------------- 5.504 miles

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 108,798.00	$ 95,905.00	$ 12,893.00
SUBTOTAL	$ 108,798.00	$ 95,905.00	$ 12,893.00
Retain in Reserve			
Grading & Paving	4,993,902.00	4,402,125.00	591,777.00
TOTAL	$5,102.700.00	$4,498,030.00	$604,670.00

Sub-Job 010 = 0%; Sub-Job 011 = 100%
Contract No. C10,173
Prefix No.: C020-1982
Prefix No.: C10173
Appn Code: 010

DDB:me

STATE CO Y

TO BE COMPLETED BY FHWA 1-51	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon
		COUNTY Lane
		PROJECT NO. F-2-3(16)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 101 Sutton Lake - Florence

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-26-85	5.504

OTHER *(Specify)*

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT $ 106,098.00	FEDERAL FUNDS $ 93,525.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By

Manager, Program Section
(Title)
XXX For: Larry Rulien

State Highway Engineer
(Title)
By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator JAN 10 1986

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

S. File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 7, 1986

FEDERAL AID PROJECT NO. F-2-3(16)

SUTTON LAKE-FLORENCE SECTION
OREGON COAST HIGHWAY
LANE COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (Sta. 0+00 to Sta. 290+60)

Mobilization	Lump Sum	All	Lump Sum	$ 5,252.50
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	4,850.00
Temporary Signs	Sq. Ft.	248	9.50	2,356.00
Temporary Barricades	Each	2	500.00	1,000.00
Flaggers	Hour	500	19.00	9,500.00
Clearing and Grubbing	Lump Sum	All	Lump Sum	58,543.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	1,290.00
Building Removal and Reconstruction (Sta. 47+70 Lt.)	Lump Sum	All	Lump Sum	1,360.00
Building Removal and Reconstruction (Sta. 272+50 Lt.)	Lump Sum	All	Lump Sum	485.00
Building Removal (Sta. 133+80 Lt.)	Lump Sum	All	Lump Sum	2,590.00
				$ 87,226.50

ANTICIPATED ITEMS

Temporary Erosion Control	All Required	$ 5,000.00
EEO/Labor Compliance Monitoring (0.5% of Cont. Amt.)	All Required	436.12
		$ 5,436.12
	SUBTOTAL	$ 92,662.62
	Engineering	13,435.38
	TOTAL	$106,098.00

Length of Project ---------------- 5.504 miles

SUMMARY OF FUNDS (88.15%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Roadway	$ 106,098.00	$ 93,525.00	$ 12,573.00
SUBTOTAL	106,098.00	93,525.00	12,573.00
Retain in Program			
Grading & Paving	4,993,902.00	4,402,125.00	591,777.00
TOTAL	$5,100,000.00	$4,495,650.00	$604,350.00

Group 011: 100%
Contract No. 10,173
Prefix: C020-1982 (PE)
Prefix: C10173 (Const.)

Appn Cope: 010

DRH:pf:bkb

jc cc: OSHD (Rulie

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Lane	DIVISION Oregon
DATE OF REPORT 6/24/87	REPORT MADE BY Richard R. Arnold, Area Engineer		PROJECT NO. F-2-3(16)
COMPLETION DATE (Actual) 5/22/86	ACCEPTANCE DATE BY CONRTACT AGENCY 7/25/86	TIME ELAPSED 100 %	CONTRACT TIME S.C.D. 4/30/86

LOCATION

See Below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SUTTON LAKE - FLORENCE SECTION
OREGON COAST HIGHWAY
Clearing

This project provided for the clearing, grubbing and removal of structures and obstructions on a 5.504 mile section of the Oregon Coast Highway north of Florence. A contract in the amount of $87,226.50 was awarded Staton Const. Inc., Eugene, Oregon on December 27, 1986. Contract work began on February 11, 1986.

Due to delays caused by the State (not having title to some properties that had to be cleared) the contract overran by 22 days. The State approved a nonparticipating time extension on 5/22/86. Federal funds have been credited with 22 days liquidated damages or $2,640.00.

The final estimated participating cost is $106,707.72 which includes $86,675.50 for original bid item work, $7,201 for approved price agreements, $2,640 credit for 22 days liquidated damages, $2,360.44 for force account work, $110.78 for State force order work, and $13,000 for engineering.

A statement of overruns and underruns is attached to the Division office copy of this report.

This final acceptance report is for the clearing contract phase of this project only. The grading, paving and structures phase of this project is presently under construction.

- RRA -

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7/9

RECEIVED
TAT HWY ENG
JUL 2 '87
REFER TO
Fredrickson
FOR

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE		SIGNATURE John T. Price	
TITLE Area Engineer	DATE 6/24/87	TITLE District Engineer	DATE 7/1/87

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

August 5, 1986

CON 5 - #10,173

Fidelity & Deposit Co.
of Maryland
P.O. Box 489
Portland, OR 97207

Contract No. 10,173 awarded to Staton Construction, Inc., for work on the Sutton Lake-Florence Section of the Oregon Coast Highway in Lane County was completed on July 3, 1986, and accepted by the State Highway Division on July 25, 1986.

Final payment in the amount of $3,860.44 will be released to the contractor after August 11, 1986. The total contract amount is $96,236.94 including $2,360.44 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

George Bell
Assistant Director

cc: Staton Construction,Inc.
29394-B Airport Road
Eugene, OR 97402

Fidelity & Deposit Co. of Maryland
P.O. Box 1227
Baltimore, MD 20203

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
James J. Gix

10,173

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10173

TO: Robert Gormsen
Manager, Commission Services

DATE: July 25, 1986

E S Hunter

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10173, On Site Work Substantially Completed May 22, 1986

All Work Completed July 3, 1986

Project Sutton Lake-Florence

Highway Oregon Coast

County Lane

Type of Work Clearing

Contractor Staton Construction

WES:BMW:mk

cc: B. M. Walton

CPC/FM2

8-5-86 - Surety letter written

RECEIVED
JUL 29 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

PROJECT NAME (SECTION) Sutton Lake Florence		WEEK ENDING July 12, 1986 CONTRACT NO C10173
HIGHWAY Oregon Coast	COUNTY Lane	F A PROJECT NO F 2 3 16
CONTRACTOR Staton Construction	KIND OF WORK Clearing	DATE OF AWARD December 27, 1985

PROJECT AUTHORIZATION		ENGINEERING		
CURRENT AUTHORIZATION	$ 106,098.70	AUTHORIZATION	$ 9,266.00	FIRST NOTIFICATION DATE February 11, 1986
		COST THIS WEEK	$ 0.00	ESTIMATED DATE OF COMPLETION, OR
ESTIMATED PROJECT COST	$ 106,000.00	TOTAL TO DATE	$ 9,800.00	SECOND NOTIFICATION DATE AND
ESTIMATED PERCENT ~~OVERRUN~~/UNDERRUN	-0.1 %	PERCENT OF AUTHORIZATION	105 %	May 23, 1986

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
A	04/30/86	0	0	0	NO
	/ /	0	0	0	
	/ /	0	0	0	
	/ /	0	0	0	

ESTIMATED SEMIFINAL SUBMITTAL DATE
June 6, 1986

AVERAGE FORCE ON PROJECT THIS WEEK
SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED
100 %

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	clearing
ORIG. CONTRACT QUANTITIES	0 cy	0 tn	0 tn			
EST. CORRECTED QUANTITIES	0 cy	0 tn	0 tn			
EST. PERFORMED TO DATE	0 cy	0 tn	0 tn			
PERCENT PERFORMED TO DATE	100	100	100	0	0	99

ACTIVITIES THIS WEEK:

Project complete.
Final Project Inspection, Thursday June 19, 1986
Utilities continuing to work on relocation.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

Project Complete
Issued 2nd Notification May 23, 1986
Submitted semifinal June 6, 1986
Issued 3rd Notification July 3, 1986. FINAL REPORT

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN)
Larry D Lindley
Larry D Lindley

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

10,173

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.:
CON 5
10173

DATE: July 2, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ANChurch for

FROM: C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. F-2-3(16)

Contract 10173, Work Completed May 22, 1986

Project Sutton Lake-Florence

Highway Oregon Coast

County Lane

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 6-19-86
2B

G. K. Hossner
for Dale E. Wilken
Division Administrator

EIVED
HWY ENGR
JUL 8 '86
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

L. W. RULIEN

BMW:11

RECEIVED
JUL 02 1986
OREGON DIVISION

cc: L. Rulien
C. O. Fredrickson
Jim Gix
B. M. Walton

CPC/FL4

734-2023 (2-85)

CC; OSHD(RULIEN)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

Y ENGR
JUL 16 '86
TO
cy Fredrickson
7/17

REGION NO. 10	REPORT NO. 1	COUNTY Lane	DIVISION Oregon

IN COMPANY WITH
Bod Aldrich &Larry Lindley:OSHD

DATE OF INSPECTION 6/19/86	INSPECTION MADE BY Wally N. Bryant; Area Engineer	PROJECT NO. F-2-3(16)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED see below %	WORK COMPLETED 100 %

NOTED
W. E. SCHWARTZ

SUTTON LAKE - FLORENCE SECTION
OREGON COAST HIGHWAY
CLEARING

This project provided for the clearing, grubbing and removal of structures and obstructions on a 5.504 mile section of the Oregon Coast Highway north of Florence. A contract in the amount of $87,226.50 was awarded Staton Construction Inc., Eugene, Oregon on December 27,1985. Contract work began on February 11,1986 and was completed in reasonably close conformance with the plans and specifications, including approved changes, on May 22, 1986 at a final cost of $108,673.00, which includes $86,675.50 for original bid item work, $7201.00 for work completed under approved price agreements, $2360.44 for force account work, $436.12 for state force work and approximately $12,000.00 for construction engineering.

The original contract required all work to be completed not later than March 31,1986. However, due to delays caused by the State (not having title to some properties that had to be cleared) a 22 calendarday time extension was approved on May 29,1986, which eliminated all liquidated damages on the project. This time extension should be coded non-oarticipating.

Based on the results of this inspection final acceptance of contract work is recommended.

WNB

Form FHWA-1446A
(Rev. 2-84)

*U.S. GPO: 1985-466-568

10,173

May 29, 1986

Staton Construction, Inc.
29394-B Airport Road
Eugene, OR 97402

CON 5
10173

Re: Time Extension Request
Sutton Lake-Florence
Contract No. 10173
FAP No. F-2-3(16)

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time adjustment of an additional 22 calendar days is granted due to the unavailability of right of way.

The adjusted contract time of completion of this contract is May 22, 1986. This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
Jim Gix w/att.
Larry Lindley w/att.
FHWA w/att.
Bruce Walton - Note: This is "N-P"

TE/277

STATE OF OREGON

Highway Division - Region 3

INTEROFFICE MEMO

440-3399

TO: C. O. Fredrickson
Construction Engineer

DATE: May 6, 1986

FROM: W. J. Quinn
W. J. Quinn
Region Construction Engineer

SUBJECT: Time Extension Request
Sutton Lake - Florence
Lane County
Contract No. 10173

This office has researched the contractor's request for a 14-day time extension and I recommend it be granted. The State has caused the contractor delays by not having title to property which had to be cleared and we failed to obtain a zoning variance, which delayed the removal of a portion of a building.

I am going to further research why we failed to get our house in order so that it won't happen again.

wjq/ba

cc: L. Lindley

5-27-86

W. E. Schwartz -

I concur with reason given by Region and Project Manager. Actual delay turned out to be 22 C.D., and I recommend a 22 C.P. extension.

[✓ CAE] RECEIVED SPC ..... T
OE ..... OM ..... SA CC
OE ..... MAY 0 8 1986 PE ..... CP
A ..... PQC .....
AM ..... CONSTRUCTION QCS .....
EO ..... SECTION [✓ FILE] .....

1-123-1387

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-2-3(16)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30070

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STAT. HWY ENGR
MAR 19 '86
REFER TO Potter
FOR
Info | Inves | R/D | J/R | Sign | Act | File

7. DATE AUTHORIZATION EFFECTIVE March 10, 1986

8. FEDERAL ROUTE NUMBER Primary 2

9. STATE ROUTE NUMBER 126

10. GENERAL LOCATION:
Sutton Lake - Florence Section

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter dated 3/10/86, this will approve the advance approval date of 3/10/86 contingent upon modification of Project Agreement if additional funds are required to proceed with the actual adjustments to the water facilities on an estimated cost basis estimated to be $45,254; Federal Funds $39,892.

The Agreement with the Heceta Water District is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

14. DATE 3/17/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310
ROAD DESIGN SECTION

In Reply Refer to
File No.: INT 7

December 26, 1985

RECEIVED
STATE HWY ENGR
DEC 27 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
E. S. HUNTER

Jeff M. Sirmon, Regional Forester
United States Department of Agriculture
Forest Service
P. O. Box 3623
Portland, OR 97208

Proposed Construction Projects
Within U.S. Forest Lands

As per the Memorandum of Understanding dated February 1982 between the U.S. Forest Service and the Oregon State Highway Division under Planning and Coordination, the Highway Division is obligated to keep the Forest Service informed of planned highway projects to be constructed within National Forests. Following is a list of projects with the scheduled letting dates:

Sutton Lake - Florence (Phase 1)
Oregon Coast Highway
Lane County
Siuslaw National Forest
Scheduled Bid opening is December 19, 1985

This contract is for clearing so that the utility companies can move their facilities out of the way for a Phase 2 contract that provides for widening and reconstruction. The responsible person is James Gix, Region Engineer, 1523 S.E. Cobb Street, P. O. Box 1128, Roseburg, OR 97470, telephone 440-3399.

Meacham - Hilgard Interchange
Old Oregon Trail Highway
Umatilla County
Wallowa-Whitman National Forest
Scheduled bid opening is January 23, 1986.

The project is for reconstruction and surfacing. The responsible person is R. D. Hector, Region Engineer, 2111 Adams Avenue, P. O. Box 850, LaGrande, OR 97850, telephone 963-3177. This project had been scheduled to be let earlier, but was not ready and was postponed.

Form 734-3122

Eagle Creek - Mitchell Point
Columbia River Highway
Hood River County
Mt. Hood National Forest
Scheduled bid opening is February 13, 1986.

The project is for resurfacing. The responsible person is Edward Hardt, Metro Region Engineer, 9002 S.E. McLoughlin Blvd., Milwaukie, OR 97222, telephone 653-3090.

Linn County Line-Suttle Lake (Phase 2)
Santiam Highway
Jefferson County
Deschutes National Forest
Scheduled bid opening is March 27, 1986.

The project is for adding a passing lane and surfacing. The responsible person is William Anhorn, Region Engineer, 2960 East State Street, P. O. Box 14030, Salem, OR 97310, telephone 378-2626.

These are the projects within National Forest that will be contracted between now and the end of March, 1986. We will update this listing again in approximately three months.

Bob Pool
Robert C. Pool
Location Engineer

cc: Region Engineers

bc: L. W. Rulien
E. S. Hunter
D. O. Christensen
D. E. Keyes

Con [illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: November 22, 1985

In Reply Refer to
File No
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Right-of-Way Clearance
Project No. F-2-3(16)
Sutton Lake-Florence (Phase I)
Oregon Coast Highway
Lane County

I request a public interest finding concerning the requirements of paragraph 5 of FHPM 6-4-2-1 and paragraph 7 of FHPM 6-4-1-6 (relative to contractor's working restrictions immediate occupancy and use at the anticipated advertising date). I will be requesting PS&E approval and obligation for this project on November 26, 1985 for a December 19, 1985 bid opening.

It is in the public interest to advertise this project without right-of-way being clear. This contract is for clearing and grubbing to allow utilities to be moved prior to the main contract to avoid unnecessary delays. The area of 36 files are noted on plan sheet no. 2 and the contractor will be alerted to the restriction in subsection 108.13 in the Contract Special Provisions.

This public interest finding is based on and supported by the attached memo from our Right-of-Way Section.

DRH:pf
Attachment

cc: Rod Henry
Ted Litchfield
General Files

Form 734-3122

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: Gary Potter
Program Section Manager

DATE: September 17, 1985

FROM: Fred Eriksen for
Richard Kuehn, P.E.
Final Design Engineer

SUBJECT: Proposed Clearing Contract
Sutton Lake-Florence Section
Oregon Coast Highway
Lane County

We propose to advance the clearing work on this project, currently scheduled for March '86, by awarding a separate contract November 7, 1985.

The November 7 contract will include all clearing and grubbing work and remaining R/W obligations for fence relocations and the alteration or removal of buildings. The estimated cost of this work is $150,000, including engineering.

The utility relocations required by our highway construction are anticipated to take about 11 months to complete and the R/W needs to be cleared to allow them to move.

We believe this separate contract for clearing, etc. will allow a substantial portion of the utility moves to be made prior to the main contract, which should expedite the roadway construction.

RK:FE:bn

cc: Ted Litchfield
Fred Eriksen

RDE
FDE
LE
SE
FPC
PDE
LPE
OTR

RECEIVED
SEP 17 1985
ROAD DESIGN SECTION

RPC
CA
B/U

81-125-1307

[illegible]

STATE OF OREGON

Highway Division - Region 3

INTEROFFICE MEMO

440-3399

TO: D. O. Christensen
Road Design Engineer

DATE: July 8, 1985

FROM: W. J. Quinn
Region Construction Engineer

SUBJECT: Sutton Lake - Florence Section

[illegible] #10 [illegible]

This is to request a separate clearance contract be awarded in subject section to allow the utilities to be relocated in advance of the construction. From the attached information, you will see that utility relocation is substantial and, the sooner we allow them to be moved, the sooner we can begin and complete the project.

wjq:cjb

Attach.

cc: F Eriksen & D Leu
Please give me your thoughts on this question.
R. Kuehn

7/11/85
Kuehn -
What is the status of Plans & R/W? What would it take to let a Clearing Contract and when could we open bids?
Doc

1 RDE Doc
3 FDE RK
2 LE P
SE
FPO
PDH
LFE
GTE

RECEIVED
JUL 10 1985
ROAD DESIGN SECTION

BPC
FDS
CAD
Copy All
Return To
B/U / /

81-125-1387

STATE OF OREGON
Highway Division - Region 3

INTEROFFICE MEMO
440-3399

TO: Bill Quinn
Region Construction Engineer

DATE: July 8, 1985

FROM: John E. Christopherson JEC
Region Service/Utilities Specialist

SUBJECT: Sutton Lake - Florence Section
Oregon Coast Highway
Lane County
Utilities Relocation

The Sutton Lake - Florence project is scheduled to go to contract sometime during 1986. Prior to that date a considerable amount of utility relocation must be completed.

Pacific Northwest Bell Telephone Co. has a pole line and underground cable on the east side of the road way throughout the entire project. This entire installation will have to be relocated. Attached is a letter from Mr. Gary Nottingham of P.N.B. summarizing the work involved and the time required to complete it. The first section is from 12th Street to 37th Street. They will move the existing pole line to an easement behind the proposed sidewalk. The second section is from 37th Street to Sutton Lake Road. In this section all of P.N.B.'s cables will be installed underground outside of the construction limits. In both sections considerable clearing will be required before P.N.B. can start their work. P.N.B. estimates the cost of their work at around $600,000.00. Work is non-reimbursable and will be done at their expense.

The U.S. Coast Guard has an overhead communication line from Sta. 138 + 7950 [illegible] Sutton Lake Road on the east side of the highway. They are presently sharing poles with P.N.B. telephone. They intend to lease lines from P.N.B. and will remove their overhead lines when P.N.B.'s underground installation is complete.

Central Lincoln Peoples Utility District has an electric pole line on the west side of the highway that runs throughout the entire project. A letter from Mr. Ron Ellson is attached which gives their proposed relocation schedule. Relocation work from 8th Street to 37th Street (Phase I & II) is ongoing and is scheduled to be completed by September 1985. The section from 37th Street to Sutton Lake Road will remain to be done.

Mr. Ellson proposed this section be relocated during construction. I have discussed this possibility with Doug Greene, Project Manager, and our conclusion is that it would not be practical to delay the pole line relocation. The magnitude of their job (over 100 poles to be relocated) is such that it could substantially delay the contract work. To provide an area for them to relocate to, it will be necessary to clear the right-of-way on the west side from 37th Street to Sutton Lake Road.

Hecta Water District also has facilities within the project limits that require relocation. They are in the process of drawing up plans for their work and will submit them to us for approval. Some of their facilities will require relocation to outside the proposed construction limits and will require that clearing be done. Water lines to be relocated are on both sides of the highway from Sutton Lake Road to Sta. 171 + 75.

I am requesting consideration be given for a contract to clear the new right-of-way so that necessary utility relocation work can be done before construction begins on this proposed project. This should be done at the earliest possible date to prevent delays due to utility relocation work.

JEC:bsl

Attachments

Pacific Northwest Bell
272 Country CLub Rd. #13
Eugene, Oregon 97401

July 2, 1985

John Christopherson
P.O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Christopherson:

As per our conversation of July 1, 1985. This letter is to summarize and clarify Pacific Northwest Bell's time increments required to relocate and /or replace telephone plant which is in conflict with the State Highway Division's proposed Sutton Lake-Florence section of the Oregon Coast Highway.

A previous letter dated March 22, 1985 listed the tasks required and should still reflect the general project content. However, the time schedule attachment was an ambitious endeavor to provide a 'Ball Park' estimation until a detailed time and cost study could be made. Those studies have been completed and the original time schedule is not valid. Please be advised of the following revised time increments.

The project (for telephone requirements) is considered in two sections. The first section is between STA. 276, 12th Street and STA. 198, 37th Street. This section can be started after the Right-of-Way is cleared and will require 3 months to complete. The other section is the remainder of the project from 37th Street to Sutton Lake Road, STA. 198 to STA. 00. Once the Right-of-Way is cleared, it will require 10 months to complete the work and be completely clear of conflicts. Due to the complexity of the designated work, it will be extremely difficult to shorten this interval. However, as stated in the past, every effort will be made to meet or beat this time frame.

Please keep me advised of the project status.

Sincerely,

G.F. Nottingham

G. F. Nottingham
Engineer/484-8358

NOTE: P.N.B. Could Have material on Hand and begin work on Cable installation From 37th ST To Sutton Lake Rd by Dec 1, 1985. Estimate 10 months to compleete.
JEC

CENTRAL LINCOLN PEOPLE'S UTILITY DISTRICT
Florence Office • P.O. Box 370 • Florence, Oregon 97439
(503) 997-3414

June 4, 1985

Mr. John Christopherson
Regional Utility Specialist
P.O. Box 1128
1523 S.E. Cobb Street
Roseburg, OR 97470

Dear John:

With regards to the Highway Widening Project here in Florence, I will attempt to give you our proposed schedule on the project.

Phase I, 8th Street to 19th Street, to begin July 1, 1985 -- estimated time to complete 35 days.

Phase II (enclosed), 19th Street to 37th Street, to begin approximately September 1, 1985 -- estimated time to complete 50 days.

Phase III, 37th Street to Sutton Lake Road (relocation as required by construction only).

The Phase III portion of our project to relocate will be the most difficult to coordinate with the contractor as to the cut and fill aspect of the construction.

We will need an established area to relocate our equipment. I propose that you include in your spec's that the contractor be required to do his initial cut and fill in the area of the P.U.D. poles, and allow us time to reposition our equipment, if required, into the new cut and fill area. I feel it would be virtually impossible for us to relocate by any other method.

We recently relocated our line between 37th Street and Sutton Lake Road using the projected right-of-way width recommended by the State Highway Department. We hope you will give us due consideration regarding the relocation of our equipment in this area.

SERVING LINCOLN • LANE • DOUGLAS • COOS COUNTIES ON THE OREGON COAST

POOR

ORIGINAL

DOCUMENT(S)

Your current right-of-way and center line drawings do not show the accurate locations of our poles. This could prove a problem for both of us on locating access roads and establishing equipment in the cut and fill areas.

We have several poles located within the Phase III portion of our project that sit on P.U.D. right-of-way that we can negotiate on a have-to-move basis.

I hope this letter will answer the questions you brought up during our last phone conversation.

Regards,

Ron Ellson, Supervisor
Operations/Customer Engineering

RE:te

Enclosures

Pacific Northwest Bell

March 22, 1985

John Christopherson
P.O. Box 1128
Roseburg, Oregon 97470

RE: Proposed Project: Sutton Lake-Florence
Section-Oregon Coast Highway

Dear Mr. Christopherson:

Per your request, here follows our attempt to define the work and time required to move or remove the telephone plant on Highway 101, north of Florence.

The telephone plant along Highway 101 is a combination of aerial and buried cables for the entire length of the project. All of the aerial portion is in conflict and some of the buried cable, including crossings, are in conflict. At this time, the most economical and practical plan for us, is to move the working aerial pole line between STA 198 and STA 276, east to the new easement behind the sidewalk. To accomplish this, new poles will be set in the easement and the aerial cables will be relocated to them. The existing poles in conflict will be removed. There are four existing buried cable crossings which will be abandoned in place and replaced with overhead cable. These are located at approximate Stations 264+30, 251+20, 244+80, and 220+10. A fifth buried cable crossing located at approximately STA 198+50 will have to be maintained. The depth appears to be at subgrade cut and will require special caution by the contractor when excavating this area. With the exception of this one crossing, all working telephone plant from the end of the project, STA 290 to 37th Street STA 198, will be overhead or in the utility easement. Considering time schedules, economics, future plans and potential maintenance conflicts, this is the best alternative through this section. Future plans (1 to 5 years depending on service demands) are to systematically remove the aerial cables as buried cables are placed in each of our serving areas. To accomplish this future plan, it will be necessary to have 6, 4" conduit crossings placed in this section. These will be located at Stations 267+20, 257+35, 244+95, 235+70, 220+15, 205+20, and 198+40. These should be placed at 30" minimum depth below finished grade and extend into the easement area. The ends should be capped and an electronic target device buried over each end for future locating. Ideally, a procedure can be agreed to whereby Pacific Northwest Bell will supply the material and specifications, and the crossings will be placed by the contractor as a bid item on the highway plans and be reimbursed.

Continuing north, in the section between 37th Street, STA 198 and Munsel Lake Road, STA 156, there is an existing buried cable located in the ditch line on the east side of the road. It appears to be clear of any conflicts and will ultimately be under the new asphalt. There is one existing buried cable crossing at approximately STA 179+50 which will be retained. It appears to be a minimum of 2' below indicated subgrade cut. An additional buried cable will have to be placed in the new easement along the east side to facilitate removing the aerial pole line through this section. Various lengths of distribution cable and service wire crossings will be placed to maintain service. The crossings will be a minimum of 2' below anticipated subgrade cut and the cable will be in the easement area. The aerial cables and pole line will be removed through this section.

The next section between Munsel Lake Road, STA 156 and Heceta Beach Road, STA 128, contains an existing buried cable located in the ditch line on the eastside of the road. It appears to be clear of any conflicts and will also be under the new asphalt. There is one buried cable crossing located at Heceta Beach Road, STA 128. It contains working service and appears to be 2' below indicated subgrade cut. Various lengths of distibution cable and service wire crossings will be placed for service. The cable will be in the easement area and the crossings will be placed a minimum of 2' below indicated subgrade cut. The aerial cables through this section will be removed. The Coast Guard pole line will also be removed.

The section between Heceta Beach Road, STA 128 and Friendly Acres Road, STA 68 contains two buried cables. One is located in the shoulder and the other in the ditchline on the east side of the road. The portion between STA 71 and STA 81 is in conflict and will be replaced with new cables in the easement area. The existing cables will be abandoned in place, one of which is encased in 4" steel pipe from STA 71+50 to STA 77+30. Various lengths of distribution cable and service wire crossings will be placed for service. The crossings will be placed a minimum of 2' below indicated subgrade cut and the cables will be in the easement area. There are two buried cable pedestals which will be spliced and moved back to the easement area. The remaining existing buried cable will be under the new asphalt and appears to be clear of conflict. The aerial cables including the Coast Guard pole line will be removed.

The section between Friendly Acres Road, STA 68 and Mercer Lake Road, STA 20, contains two buried cables. One is located in the shoulder and the other in the ditchline on the east side of the road. The portion between STA 33 and STA 27 is in conflict and will be lowered to a depth of 2' minimum below indicated subgrade depth. There are two buried cable pedestals which will be spliced and moved back to the easement area. The remainder of the existing cables will be under the new asphalt and should be clear of any conflicts. Various lengths of distribution cable will be placed in the new easement and service wire crossings will be placed at a minimum of 2' below indicated subgrade cut. The aerial cables including the Coast Guard pole line will be removed.

The last section between Mercer Lake Road, STA 20 and the beginning of the project, STA 00 contains one buried cable in the ditchline on the east side of the road. There is one buried cable pedestal to be spliced and moved back to the easement area. There are two buried cable crossings. One located at STA 13+40 and the other at STA 5+50. They are located a minimum of 2' below indicated subgrade cut. The contractor should exercise caution when digging in this area. The aeraial pole line contains a Coast Guard cable only. It is anticipated it will be removed.

The project will be started by Pacific Northwest Bell at the south end and worked north. The aerial pole line will be moved in the first section and buried cable work should begin at the same time. Once started, the pole line from 12th Street to 37th Street will require 9 weeks to be conditioned and moved to the new easement. This includes rebuilding the buried crossings to abandon them for new aerial crossings. Placing the new buried cables, service wire crossings, moving pedestals, and transferring service from aerial to buried cables from 37th Street to the north end of the project will require 13 weeks to complete. Following this will be the removal of the aerial pole line from 37th Street to Mercer Lake Road which will require 8 weeks to complete. All of this work is dependent upon the new right-of-way and easement being cleared to enable access for placing new poles and cable. These time estimates are based on the preliminary copy of State Highway Division Plans dated May 24, 1983.

In summary, the right-of-way easement area will have to be cleared of trees, buildings, signs and enough brush to be passable before telephone work can commence. The power company will need to place certain key poles to enable Pacific Northwest Bell to rebuild crossings. It will be necessary to have the right-of-way staked as new poles and buried cable are placed. A nominal 4 month period will be required to move, rebuild, place and remove telephone plant as discussed in this letter. An attempt will be made to work on as many aspects of the project as possible to shorten the interval. Please see the attached time schedule which reflects this effort. This time schedule assumes good communication and cooperation with other utilities and the Coast Guard. It also assumes a constant work flow uninterrupted by service affecting storms, etc. which would require pulling off this project to maintain service as mandated by the Public Utility Commission. The weeks of Thanksgiving and Christmas are excluded for obvious reasons. We hope this gives you a clearer picture of the work and time involved to clear all conflicts with your project as we discussed earlier.

When the contract work is scheduled, a grace period for rerouting utilities will have to be given after the right-of-way easement is cleared. An alternative would be for the State Highway Division to issue a separate clearing only contract. After the clearing is completed, the utilities would have time to complete their work before the General Contract is issued. A mutually agreeable solution needs to be negotiated in the near future. Please advise when this may be discussed.

Sincerely,

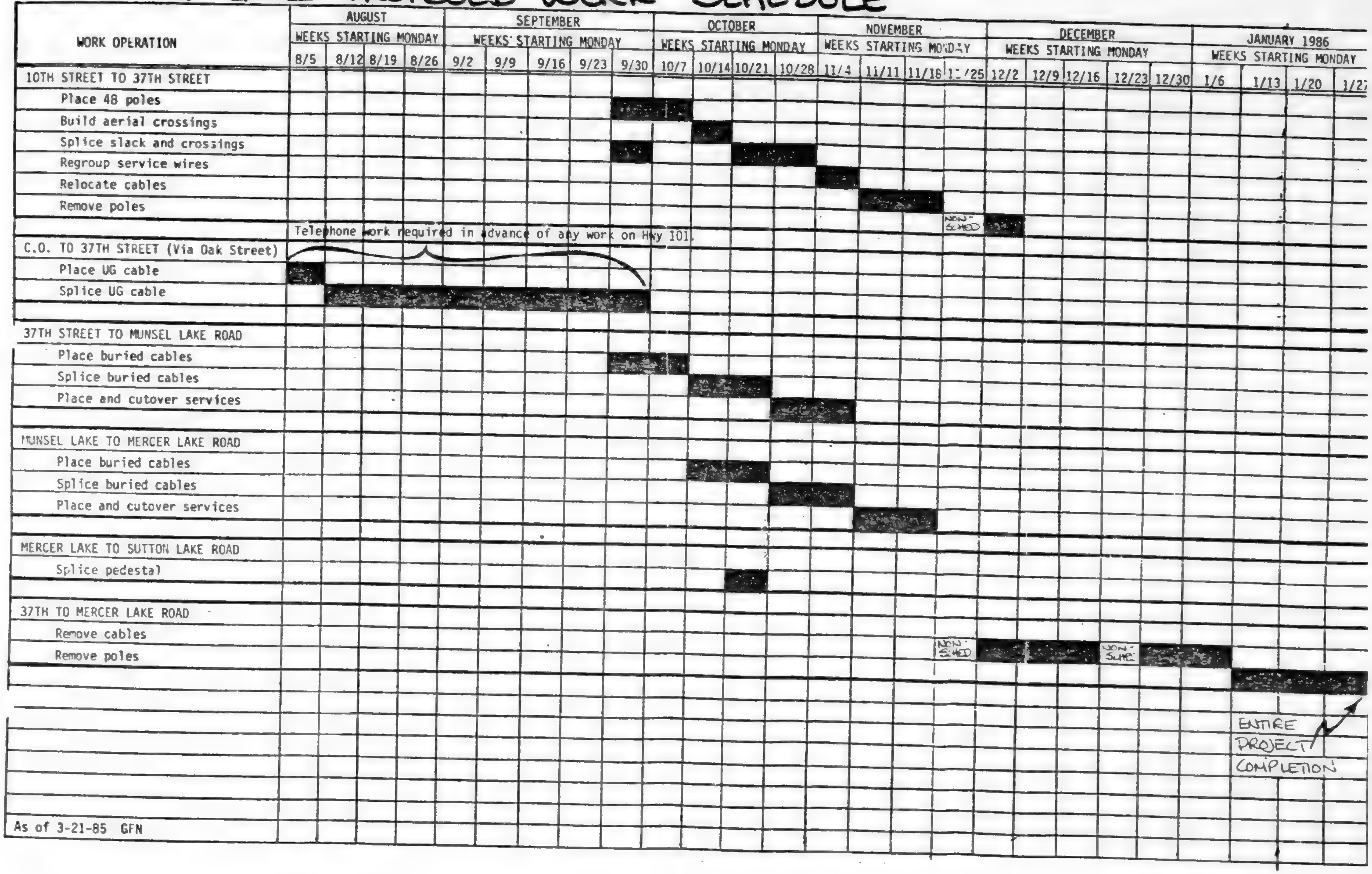
Gary F. Nottingham

G. F. Nottingham
Engineer
272 Country Club Road #13
Eugene, Oregon 97401
(503) 484-8358

GFN:sp

Attachment

HIGHWAY 101 - PROPOSED WORK SCHEDULE



1985 Malheur River (Red) Br. 10,174
Sec. of Riverside-Juntra Road.
(Grading & structure)

C+A 7930 9-14-83
4-25-85

10,174

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: September 26, 1989

COUNTY: Malheur AGREEMENT NO: 7930 PROJECT NO: BRS - B484(1) & RS - B484(2)

CONTRACT NO: 10174 SECTION: Malheur R. (Red) Bridge

PRELIMINARY ENGINEERING PREFIX C523-1904

	PARTICIPATING	NON-PARTICIPATING
Project Manager	$ 9,139.78	$ 78.32
Location Section	$ 176.69	
Final Design	$ 3,682.78	
Program Section	$ 69.06	
Right of Way Descriptions	$ 890.32	$ 197.87
R/W Liaison	$ 36.70	
Environmental Studies	$ 484.46	
Structural Foundations	$ 3,536.77	
Free Bridge Design	$ 15,073.64	
Free Specifications	$ 2,100.59	
Base Design	$ 67.04	
Hydraulics	$ 2,582.31	
Total P.E. Cost	$ 37,840.14	$ 276.19
Less Free Br. Design & Specs.	$ (17,174.23)	$ -0-
Total P.E. Cost to County	$ 20,665.92	$ 276.19

CONSTRUCTION PREFIX

Payment to Contractor	$ 281,372.25	$
SFO # 2 Seed & Mulch (State)	$ 1,733.04	
Interest on Final Payment	$	$ 208.94
EEO Monitoring	$ 1,301.56	
Field Engineering	$ 23,451.34	$ 1.50
Region Office Charges	$ 2,474.78	
Technical Services	$ 1,885.46	
Accounting	$ 30.82	
Construction	$ 430.74	
Materials Testing	$ 4,024.70	
Permit Preparation	$ 91.74	
Total Construction Cost	$ 316,796.43	$ 210.44

SUMMARY

Total Participating P.E Cost	$ 20,665.92
Total Participating Consruction Cost	$ 316,796.43
Total Participating Cost	$ 337,462.35

DG/dg/Itemized Statement of Final Costs

FEDERAL FUNDS

P.E. (80%)	$ 16,532.73	
Const. (88.15%)	279,256.05	(295,788.78)
Subtotal		$ 41,673.~~56~~ 57
Less State Share of Const. Only		(18,770.19)
Plus Nonparticipating County Cost		~~509.65~~ 486.63
Less State Share 1/2 Nonparticipating Field Engineering Cost		.75 (~~10.98~~)
Less County's Advance Deposits:		
P.E. AD #83-95	$ 4,200.00	
Const. AD #85-144	12,200.00	
Const. AD #85-157	8,950.00	(25,350.00)
REFUND DUE COUNTY		$ (~~1,947.96~~)

MKS:bkw

<1960.74>

```
REPORT NO: FMBL024-2                         OREGON DEPARTMENT OF TRANSPORTATION                                   PAGE   16
                                                       HIGHWAY DIVISION                                      RUN 10/11/89 23:08
                                                       BILLING STATEMENT
CUSTOMER:         MALHEUR COUNTY

LOCAL AGREEMENT:  7930         MALHR CO/MALHR R(RED                      BILLING PERIOD: 09/20/89 TO 10/11/89

 TRANS   DOCUMENT    DOCUMENT          ------------TRANSACTION AMOUNT---------    ADVANCE DEPOSIT        NET AMOUNT
 TYPE      DATE       NUMBER                      CHARGES          PAYMENTS            BALANCE                DUE

F03027-02  MALHR CO/MALHR R(RED

 CHG ***PREVIOUSLY REPORTED ***>              4,409.30

F03027-02 AGREEMENT END OF PERIOD             4,409.30
****************************************************************************************************************
F03940-01  MALHR CO/MLAHR R(RED

 CHG ***PREVIOUSLY REPORTED ***>             18,770.19

F03940-01 AGREEMENT END OF PERIOD            18,770.19
****************************************************************************************************************
F03940-02  MALHR CO/MLAHR R(RED

 CHG ***PREVIOUSLY REPORTED ***>                210.44
 CHG     10-11-89   PB101189-00                   0.75-

F03940-02 AGREEMENT END OF PERIOD               209.69
****************************************************************************************************************

                                      ------------------ ------------------ ------------------ ------------------
LOCAL AGREEMENT TOTAL                        23,389.26          25,350.00           1,960.74               0.00
                                                                                              ==================
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Oregon Department of Transportation

AERONAUTICS
HIGHWAY
MOTOR VEHICLES
PARKS & RECREATION
PUBLIC TRANSIT

JOURNAL ENTRY

AGENCY	TC	BATCH DATE MM DD YY	BATCH SEQUENCE NUMBER	
02				
BI FM YY MM	DOC NUMBER	DOC DATE MM DD YY	ENCUMB NUMBER	FHWA - OVRD

	UNIT	EXP/ACCOUNT	SUB JOB	AGR. SUF. (AT)	ACT	OBJ	SOURCE	AGY. SRC (AS)	AMOUNT	REV. (R)	QUANTITY	S F O
01	0610	C523 1904	012		927	598			506.51			
02	0610		000		903				506.51	R		
03	0610	C523 1904	012		929				775.34			
04	0610		000		921				775.34	R		
05	0610		012		927				14,454.45			
06	0610		000		927				14,454.45	R		
07			012		899				112.68			
08			600		899				112.68	R		
09			012		929				1,325.25			
10			000		929				1,325.25	R		
11												
12												
13												
14												

REASON FOR REQUEST

UNDER ORS 366.155 the State will Provide A BRIDGE Design, PLAN & Specifications A No Cost to the County

TOTAL 34,348.46

PREPARED BY

APPROVED BY Michael K. Shunty

734-1067 (1/89)

10,174

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: May 26, 1988

COUNTY: Malheur AGREEMENT NO: 7930 PROJECT NO: BRS-B484(1) and RS-B484(2)

CONTRACT NO: 10174 SECTION: Malheur R. (Red) Bridge

PRELIMINARY ENGINEERING PREFIX C523-1904:

	PARTICIPATING	NONPARTICIPATING
Project Manager	$ 9,139.78	$ 80.88
Location Section	176.69	
Final Design	3,682.78	
Program Section	69.06	
Right of Way Descriptions	890.32	197.87
R/W Liaison	36.70	
Environmental Studies	484.46	
Structural Foundations	3,536.77	
Free Bridge Design	15,073.64	
Free Specifications	2,100.59	
Base Design	67.04	
Hydraulics	2,582.31	
Total P.E. Cost	$ 37,840.14	$ 278.75
Less Free Br. Design & Specs.	(17,174.23)	-0-
Total P.E. Cost to County	$ 20,665.91	$ 278.75

CONSTRUCTION PREFIX

Payment to Contractor	$ 281,372.25	$
SFO #2 Seed & Mulch (State)	1,733.04	
Interest on Final Payment		208.94
EEO Monitoring	1,301.56	
Field Engineering	23,451.34	21.96
Region Office Charges	2,474.78	
Technical Services	1,885.46	
Accounting	30.82	
Construction	430.74	
Materials Testing	4,024.70	
Permit Preparation	91.74	
Total Construction Cost	$ 316,796.43	$ 230.90

SUMMARY

Total Participating P.E. Cost	$ 20,665.91
Total Participating Const. Cost	316,796.43
Total Participating Cost	337,462.34

FEDERAL FUNDS

P.E. (80%)	$ 16,532.73	
Const. (88.15%)	279,256.05	(295,788.78)
Subtotal		$ 41,673.56
Less State Share of Const. Only		(18,770.19)
Plus Nonparticipating County Cost		509.65
Less State Share 1/2 Nonparticipating Field Engineering Cost		(10.98)
Less County's Advance Deposits:		
P.E. AD #83-95	$ 4,200.00	
Const. AD #85-144	12,200.00	
Const. AD #85-157	8,950.00	(25,350.00)
REFUND DUE COUNTY		$ (1,947.96)

MKS:bkw

```
                         JOB COST SUMMARY RUN ON  05-05-88
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                              PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 04/29/88

                                           CREW    MSA           CURRENT        BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD            MONTH              DATE
--         ------ -------- ---------- ------ -----           -------         ----------
C10174     000             136        0500                                         7.12
OBJ-DETAIL 136                                                                     7.12

C10174     000             146        8052                                        33.80
OBJ-DETAIL 146                                                                    33.80

C10174     000             504        8052                                        16.80
OBJ-DETAIL 504                                                                    16.80

C10174     000             548        8052                                         8.40
OBJ-DETAIL 548                                                                     8.40

C10174     000             550        8052                                       273.60
C10174     000             550        8215                                        68.00
OBJ-DETAIL 550                                                                   341.60

C10174     000             555        0521                                        21.86
C10174     000             555        0531                                         1.84
OBJ-DETAIL 555                                                                    23.70

ACTIVITY                                                                         431.42 SUBTOTAL

C10174     000    010      001        0813                                       349.07
C10174     000    010      001        0814                                        25.96
C10174     000    010      001        0821                                        55.71
OBJ-DETAIL 001                                                                   430.74

ACTIVITY   010                                                                   430.74 SUBTOTAL

C10174     000    020      001        8052                                       264.60
OBJ-DETAIL 001                                                                   264.60

C10174     000    020      030        8052                                        37.21
OBJ-DETAIL 030                                                                    37.21

C10174     000    020      100        8052                                        23.00
OBJ-DETAIL 100                                                                    23.00

C10174     000    020      102        8052                                        22.05
OBJ-DETAIL 102                                                                    22.05

ACTIVITY   020                                                                   346.86 SUBTOTAL

C10174     000    040      001        8052   SF                                1,281.18

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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10174

5384

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                         JOB COST SUMMARY RUN ON  05-05-88
                      EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 04/29/88

                                           CREW   MSA            CURRENT      BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH          DATE
--        ------ -------- ---------- ------ -----          -------      ----------
OBJ-DETAIL 001                                                            1,281.18

C10174    000    040      030        8052   SF                               20.38
OBJ-DETAIL 030                                                               20.38

ACTIVITY   040                                                            1,301.56 SUBTOTAL

C10174    000    139      001        8052   SF                              146.04
OBJ-DETAIL 001                                                              146.04

C10174    000    139      430        5100   SF                            1,565.00
OBJ-DETAIL 430                                                            1,565.00

C10174    000    139      550        8052   SF                               22.00
OBJ-DETAIL 550                                                               22.00

ACTIVITY   139                                                            1,733.04 SUBTOTAL

C10174    000    900      001        5000                                   528.97
C10174    000    900      001        5011                                   189.82
C10174    000    900      001        8045                                    66.15
C10174    000    900      001        8052                                19,653.37
OBJ-DETAIL 001                                                           20,438.31

C10174    000    900      030        8002                                    93.43
C10174    000    900      030        8036
C10174    000    900      030        8052                                   441.56
OBJ-DETAIL 030                                                              534.99

C10174    000    900      106        5011                                     7.00
OBJ-DETAIL 106                                                                7.00

C10174    000    900      134        7400                                     8.95
C10174    000    900      134        8052                                    22.44
OBJ-DETAIL 134                                                               31.39

C10174    000    900      240        8052                                   236.34
OBJ-DETAIL 240                                                              236.34

C10174    000    900      244        8052                                    84.31
OBJ-DETAIL 244                                                               84.31

C10174    000    900      246        8052                                    26.69

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                         JOB COST SUMMARY RUN ON  05-05-88
                      EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 04/29/88

                                             CREW   MSA           CURRENT         BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH             DATE
--        ------ -------- ---------- ------ -----         -------         ----------
OBJ-DETAIL 246                                                                   26.69

C10174    000    900      248        8052                                        23.40
OBJ-DETAIL 248                                                                   23.40

C10174    000    900      450        8052                                         1.31
OBJ-DETAIL 450                                                                    1.31

C10174    000    900      470        8052                                       373.88
OBJ-DETAIL 470                                                                  373.88

C10174    000    900      548        8052                                        48.80
OBJ-DETAIL 548                                                                   48.80

C10174    000    900      550        5011                                        32.00
C10174    000    900      550        8052                                     1,823.85
OBJ-DETAIL 550                                                                1,855.85

C10174    000    900      555        0521                                         3.69
OBJ-DETAIL 555                                                                    3.69

ACTIVITY   900                                                               23,665.96 SUBTOTAL

C10174    000    901      001        7361                                        12.57
C10174    000    901      001        7450                                       403.51
C10174    000    901      001        7460                                        22.56
OBJ-DETAIL 001                                                                  438.64

C10174    000    901      267        7000                                        50.00
OBJ-DETAIL 267                                                                   50.00

C10174    000    901      504        7361                                         4.24
OBJ-DETAIL 504                                                                    4.24

C10174    000    901      548        0966                                        32.00
OBJ-DETAIL 548                                                                   32.00

ACTIVITY   901                                                                  524.88 SUBTOTAL

C10174    000    903      001        7450                                       369.95
OBJ-DETAIL 001                                                                  369.95

C10174    000    903      504        7450                                         6.68

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                                 JOB COST SUMMARY RUN ON  05-05-88
                            EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                   PAYROLL CHARGES ARE LOADED
                                 CHARGES ARE CURRENT TO 04/29/88

                                              CREW   MSA           CURRENT       BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH          DATE
--        ------ -------- ---------- ------ -----          -------       ----------
OBJ-DETAIL 504                                                                 6.68

ACTIVITY   903                                                               376.63 SUBTOTAL

C10174    000    921      136        0500                                      7.40
OBJ-DETAIL 136                                                                 7.40

ACTIVITY   921                                                                 7.40 SUBTOTAL

C10174    000    923      001        7510                                     63.05
OBJ-DETAIL 001                                                                63.05

ACTIVITY   923                                                                63.05 SUBTOTAL

C10174    000    927      001        7200                                    345.26
C10174    000    927      001        7450                                    325.80
OBJ-DETAIL 001                                                               671.06

C10174    000    927      504        7450                                     70.62
OBJ-DETAIL 504                                                                70.62

ACTIVITY   927                                                               741.68 SUBTOTAL

C10174    000    929      001        7200                                    171.82
OBJ-DETAIL 001                                                               171.82

ACTIVITY   929                                                               171.82 SUBTOTAL

C10174    000    940      001        8213                                    965.39
C10174    000    940      001        8215                                     99.71
OBJ-DETAIL 001                                                             1,065.10

C10174    000    940      550        8213                                     61.60
OBJ-DETAIL 550                                                                61.60

C10174    000    940      551        5011                                     63.00
C10174    000    940      551        8011                                     30.00
C10174    000    940      551        8052                                  2,017.00
C10174    000    940      551        8213                                    204.00
C10174    000    940      551        8215                                    584.00
OBJ-DETAIL 551                                                             2,898.00

ACTIVITY   940                                                             4,024.70 SUBTOTAL


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                        JOB COST SUMMARY RUN ON  05-05-88
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 04/29/88

                                              CREW   MSA         CURRENT        BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH            DATE
--         ------ -------- ---------- ------ -----        -------        ----------
C10174     000    964      001        7000                                      41.74
OBJ-DETAIL 001                                                                  41.74

C10174     000    964      267        7000                                      50.00
OBJ-DETAIL 267                                                                  50.00

ACTIVITY   964                                                                  91.74 SUBTOTAL

SUB-JOB    000 SUBTOTAL                                                     33,911.48

C10174     001             349        8052                                     208.94
OBJ-DETAIL 349                                                                 208.94

ACTIVITY                                                                       208.94 SUBTOTAL

C10174     001    900      456        8052                                      11.38
OBJ-DETAIL 456                                                                  11.38

C10174     001    900      584        8052                                      10.58
OBJ-DETAIL 584                                                                  10.58

ACTIVITY   900                                                                  21.96 SUBTOTAL

SUB-JOB    001 SUBTOTAL                                                        230.90

C10174     010             300        8052                                     398.20
OBJ-DETAIL 300                                                                 398.20

ACTIVITY                                                                       398.20 SUBTOTAL

SUB-JOB    010 SUBTOTAL                                                        398.20

C10174     011             199        8052                                      22.20
OBJ-DETAIL 199                                                                  22.20

C10174     011             300        8052                                 281,066.33
OBJ-DETAIL 300                                                             281,066.33

ACTIVITY                                                                   281,088.53 SUBTOTAL

C10174     011    201      300        8052                                     305.92
OBJ-DETAIL 300                                                                 305.92


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                        JOB COST SUMMARY RUN ON  05-05-88
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 04/29/88

                                     CREW   MSA        CURRENT      BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH          DATE
--       ------ -------- ---------- ------ -----       -------      ----------
ACTIVITY   201                                                          305.92 SUBTOTAL

C10174   011    900      001        8052                                661.50
OBJ-DETAIL 001                                                          661.50

C10174   011    900      030        8052                                677.01
OBJ-DETAIL 030                                                          677.01

C10174   011    900      146        5100                                151.99
OBJ-DETAIL 146                                                          151.99

ACTIVITY   900                                                        1,490.50 SUBTOTAL

SUB-JOB    011 SUBTOTAL                                             282,884.95

EA         C10174 TOTAL                                             317,425.53


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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10,174

C 10174

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

3-5-88

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

STATE Oregon	**FEDERAL AID PROJECT NO.** RS-B484(2)
PROGRAM APPROVED	**VOUCHER PERIOD** From: 11/26/85 To: 11/20/87

FINANCIAL DATA

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
075	$317,027.33	$316,796.43	.8815	$279,256.05	$279,256.05	$ 0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

Oregon *State Highway Agency*

SIGN ORIGINAL ONLY

By R J Haack *Authorized Officer* 3/5/88 *Date*

Asst. Controller

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	MALHEUR RIVER (RED) BRIDGE SECTION **COUNTY ROAD** **MALHEUR COUNTY**					
	Construction Type Code X081 Malheur River Bridge (No. 9228A)(Sta. 13+70 to Sta. 14+90)					
	Final Contract Payment Summary	Lump Sum			$ 226,339.74	✓
	Type Code I000 Roadway (Sta. 10+00 to Sta. 13+70 and Sta. 14+90 thru Eq. 17+93.05 BK=18+05.50 Ah. to Sta. 19+00)					
	Final Contract Payment Summary	Lump Sum			$ 55,032.51	✓
SFO #2	Seed and mulch the new embankments (State)	All Required			1,733.04	✓
	TOTAL PARTICIPATING TYPE CODE I000				$ 56,765.55	
	TOTAL PARTICIPATING CONSTRUCTION				$ 283,105.29	
	Construction Engineering					
	State	All Required			$ 32,389.58	
	Misc. Project Cost					
SFO #1	EEO Monitoring Expense	All Required			$ 1,301.56	
	TOTAL PARTICIPATING PROJECT COST				$ 316,796.43	
	Non Participating Project Cost					
	Final Contract Payment Summary	Lump Sum			$ ~~398.20~~	✓
	Interest on Final Payment	All Required			208.94	✓
	Construction Engineering	All Required			21.96	
SFO #3	Credit the contract for excess pipe (State)	All Required			~~(398.20)~~	
	TOTAL NON PARTICIPATING PROJECT COST				$ 230.90	
	TOTAL PROJECT COST				$ 317,027.33	
	Prepared based on Participating Cost as shown on the Federal Billing as of March 3, 1988.					
	AMOUNT CARRIED FORWARD					

```
                 JOB COST SUMMARY RUN ON  05-20-88
             EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                    PAYROLL CHARGES ARE LOADED
                   CHARGES ARE CURRENT TO 05/13/88
                                   CREW       CURRENT       BALANCE TO
EA        ACTIVITY OBJ-DETAIL NUMBER       MONTH           DATE
--        -------- ---------- ------      -------       ----------
C10174    900      134        7400                            8.95
C10174    900      134        8052                           22.44
C10174    900      146        5100                        ~~151.99~~
C10174    900      240        8052                          236.34
C10174    900      244        8052                           84.31
C10174    900      246        8052                           26.69
C10174    900      248        8052                           23.40
C10174    900      450        8052                            1.31
C10174    900      456        8052                           11.38
C10174    900      470        8052                          373.88
C10174    900      548        8052                           48.80
C10174    900      550        5011                          ~~32.00~~
C10174    900      550        8052                        1,823.85
C10174    900      555        0521                            3.69
C10174    900      584        8052                           10.58
ACTIVITY    900                                                       ~~25,178.42~~ SUBTOTAL

C10174    901      001        7361                           12.57
C10174    901      001        7450                          403.51
C10174    901      001        7460                           22.56
C10174    901      267        7000                           50.00
C10174    901      504        7361                            4.24
C10174    901      548        0966                           32.00
ACTIVITY    901                                                         524.88 SUBTOTAL   Technical service

C10174    903      001        7450                          369.95
C10174    903      504        7450                            6.68
ACTIVITY    903                                                         376.63 SUBTOTAL   Technical service

C10174    921      136        0500                            7.40
ACTIVITY    921                                                           7.40 SUBTOTAL   Technical services

C10174    923      001        7510                           63.05
ACTIVITY    923                                                          63.05 SUBTOTAL   ''

C10174    927      001        7200                          345.26
C10174    927      001        7450                          325.80
C10174    927      504        7450                           70.62
ACTIVITY    927                                                         741.68 SUBTOTAL   ''
                                                                                          1885.46
C10174    929      001        7200                          171.82
ACTIVITY    929                                                         171.82 SUBTOTAL

C10174    940      001        8213                          965.39

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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PAGE 1

JOB COST SUMMARY RUN ON 05-20-88
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 05/13/88

EA	ACTIVITY	OBJ-DETAIL	CREW NUMBER	CURRENT MONTH	BALANCE TO DATE	
C10174		136	0500		~~7.12~~	
C10174		146	8052		~~33.80~~	
C10174		199	8052		~~22.20~~	
C10174		300	8052		281,464.53	
C10174		349	8052		208.94	
C10174		504	8052		~~16.80~~	
C10174		548	8052		~~8.40~~	
C10174		550	8052		~~273.60~~	
C10174		550	8215		~~68.00~~	
C10174		555	0521		~~21.86~~	
C10174		555	0531		~~1.84~~	
ACTIVITY						282,127.09 SUBTOTAL
C10174	010	001	0813		349.07	
C10174	010	001	0814		25.96	
C10174	010	001	0821		55.71	
ACTIVITY	010					430.74 SUBTOTAL — Construction
C10174	020	001	8052		264.60	
C10174	020	030	8052		37.21	
C10174	020	100	8052		23.00	
C10174	020	102	8052		22.05	
ACTIVITY	020					346.86 SUBTOTAL
C10174	040	001	8052		1,281.18	
C10174	040	030	8052		20.38	
ACTIVITY	040					~~1,301.56~~ SUBTOTAL EEO Minority
C10174	139	001	8052		146.04	
C10174	139	430	~~5100~~		~~1,565.00~~	
C10174	139	550	8052		22.00	
ACTIVITY	139					1,733.04 SUBTOTAL — Seed & mulch
C10174	201	300	8052		305.92	
ACTIVITY	201					~~305.92~~ SUBTOTAL Contractor
C10174	900	001	5000		520.97	
C10174	900	001	5011		109.82	
C10174	900	001	8045		66.15	
C10174	900	001	8052		20,314.87	
C10174	900	030	8002		93.43	
C10174	900	030	8036			
C10174	900	030	8052		1,118.57	
C10174	900	106	5011		7.00	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

Account
7.12
21.86
1.84

8052
33.80
22.20
16.80
8.40
273.60
68.00
346.86

~~305.92~~
25,178.42

```
PAGE     3

                 JOB COST SUMMARY RUN ON  05-20-88
             EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                    PAYROLL CHARGES ARE LOADED
                  CHARGES ARE CURRENT TO 05/13/88

                                 CREW          CURRENT       BALANCE TO
EA        ACTIVITY OBJ-DETAIL NUMBER         MONTH           DATE
--        -------- ---------- ------        -------       ----------
C10174    940      001        8215                             99.71
C10174    940      550        8213                             61.60
C10174    940      551        5011                             63.00
C10174    940      551        8011                             30.00
C10174    940      551        8052                          2,017.06
C10174    940      551        8213                            204.00
C10174    940      551        8215                            584.00
ACTIVITY    940                                                            4,024.70 SUBTOTAL

C10174    964      001        7000                             41.74
C10174    964      267        7000                             50.00
ACTIVITY    964                                                               91.74 SUBTOTAL

EA          C10174 TOTAL                                                 317,425.53


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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POOR

ORIGINAL

DOCUMENT(S)

OREGON STATE HIGHWAY DIVISION **REQUEST FOR WARRANT** RS-B 484 (2)

Payable to: Douglas S. Coats Inc.
P.O. Box 311
BEND, OR 97709

Project No.:
Hwy. Agr. No.:
Contract No.: C10174

Project:
Estimate No.: 10 Final
Period Covered:
Work Order No.:

Invoice or Billing	Description	Total Amount to Date	Previous Amount	Present Amount
	Interest on 2,805.92			
	from 3/22/87 - 8/19/87			
	= 151 days @ 1.3837/day	208.94		
	Totals	208.94		
	Retained ___%			
	Total Payments	208.94		

Approved by: M Sander
Prepared by: J Tillinghast

Common Data Elements

Doc. No. ~~RW~~ C10174

08 19 87
Month Day Year

Agency 02 Vendor # 960188 Suf. 00 Ref. Doc./Suf. ________ Check No. ________

Suf	T/C	EA	Sub	Org	Obj	Actvy	M	Invoice No.	Amount	Sub. Acct.	MSA Code	RPI
01	203	C10174	001	5052	349				208.94			
02												
03												
04												
05												
06												
07												
08												

FORM NO.: 81-734-1359 (7/5/85)

```
                    OREGON DEPARTMENT OF TRANSPORTATION                                        08/26/87
                              HIGHWAY DIVISION
 CONTRACT PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE                      PAGE   1

ER:  C10174           ESTIMATE NUMBER: 010          DOUGLAS S. COATS INC.

           CONTRACT           LIQUIDATED           RETAINAGE         FORCE ACCOUNT          NETPAY
BER         PAYMENT             DAMAGE                                  AMOUNT

:         281,770.45              0.00                0.00              0.00            281,770.45
          281,464.53              0.00            2,500.00              0.00            278,964.53

:             305.92              0.00            2,500.00-             0.00              2,805.92
-
           CONTRACT           LIQUIDATED           RETAINAGE         FORCE ACCOUNT          NETPAY
BER         PAYMENT             DAMAGE                                  AMOUNT

0               0.00              0.00                2.50-             0.00                  2.50
1             305.92              0.00            2,497.50-             0.00              2,803.42

              305.92              0.00            2,500.00-             0.00              2,805.92



R - SHAW - REGION 5

AGE : STANDARD RETAINAGE

    :           .00

ED  :
```

7 C118

RS-B484(2)

FMCP010-1

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
CONTRACT PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE

08/26/87
PAGE 1

8·26·87 C118

CONTRACT NUMBER: C10174 ESTIMATE NUMBER: 010 DOUGLAS S. COATS INC.

NUMBER	NUMBER	CONTRACT PAYMENT	LIQUIDATED DAMAGE	RETAINAGE	FORCE ACCOUNT AMOUNT	NET
AMOUNT TO DATE:		281,770.45	0.00	0.00	0.00	28
PRIOR AMOUNT:		281,464.53	0.00	2,500.00	0.00	27
PRESENT AMOUNT:		305.92	0.00	2,500.00-	0.00	

EA-NUMBER	SUB-NUMBER	CONTRACT PAYMENT	LIQUIDATED DAMAGE	RETAINAGE	FORCE ACCOUNT AMOUNT	NET
C10174	010	0.00	0.00	2.50-	0.00	
C10174	011	305.92	0.00	2,497.50-	0.00	
	TOTAL	305.92	0.00	2,500.00-	0.00	

PROJECT MANAGER - SHAW - REGION 5

TYPE OF RETAINAGE : STANDARD RETAINAGE

LUMP SUM : .00

PERCENT RETAINED :

RS-B484(2

PAYMENT VOUCHER

COUNTY MALHEUR	CONTRACT NO. C10174	ESTIMATE NO. 10
HIGHWAY FAS B484 (RIVERSIDE-JUNTURA RD)	FEDERAL AID PROJECT NO. RS-B0484002	
SECTION MALHEUR RIVER (RED) BRIDGE		

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE		PREVIOUS AMOUNT	PRESENT AMOUNT
ION	LUMP SUM	25000.0000	100.000	25000.00	A	25000.00	
Y PROTECTION AND DIR OF TRAFFIC	LUMP SUM	3400.0000	100.000	3400.00		3400.00	
Y SIGNS	SQ FT	8.0000	188.000	1504.00		1504.00	
AND GRUBBING	LUMP SUM	8000.0000	100.000	8000.00	B	8000.00	
CH EXCAVATION	CU YD	12.0000	157.080	1884.96		1884.96	
NT IN PLACE	CU YD	3.5000	5,051.700	17680.95		17680.95	
LER	HOUR	10.0000	24.000	240.00		240.00	
ULVERT PIPE	LIN FT	15.0000	40.000	600.00		600.00	
IL TYPE 2A	LIN FT	16.0000	175.000	2800.00		2800.00	
IL TYPE 3	LIN FT	23.0000	100.000	2300.00	A	2300.00	
IL ANCHORS TYPE 1	EACH	350.0000	3.000	1050.00		1050.00	
IL ANCHORS TYPE 1MODIFIED	EACH	350.0000	1.000	350.00	B	350.00	
PIECES TYPE B	EACH	50.0000	1.000	50.00		50.00	
PIECES TYPE C	EACH	85.0000	3.000	255.00		255.00	
RAP CLASS 700	CU YD	11.0000	269.800	2967.80		2967.80	
ANKET	CU YD	12.0000	31.800	381.60		381.60	
EMOVAL WORK	LUMP SUM	4000.0000	100.000	4000.00		4000.00	
CRIBBING ETC	LUMP SUM	14500.0000	100.000	14500.00		14500.00	
EXCAVATION	CU YD	5.0000	373.890	1869.45		1849.85	19.60
WALL BACKFILL	CU YD	15.0000	333.060	4995.90	A	4427.70	568.20
AL CONCRETE CLASS 3300	LUMP SUM	65000.0000	100.000	65000.00		65000.00	
EMENT	LUMP SUM	11000.0000	100.000	11000.00		11000.00	
INTEGRAL DCK BLB TEE PRSTRS BMS	EACH	15000.0000	5.000	75000.00		75000.00	
APHRAMS	LUMP SUM	4000.0000	100.000	4000.00		4000.00	
STEEL RAILING	LIN FT	40.0000	237.000	9480.00		9480.00	
AGREEMENT ITEMS							
LED AGGR SUBBASE	CU YD	6.0000	1,305.600	7833.60	B	7833.60	
BASE	CU YD	20.0000	714.400	14288.00	B	14288.00	
STEEL REBAR CHANGES	LUMP SUM	728.7500	100.000	728.75	A	728.75	
PG. 01 C10174	TOTAL CONTRACT ITEMS						
	FORCE ACCOUNT						

CONTRACT PAYMENT VOUCHER

734-1020 (9-85)

COUNTY MALHEUR		CONTRACT NO. C10174	ESTIMATE NO. 10
HIGHWAY FAS B484 (RIVERSIDE-JUNTURA RD)		FEDERAL AID PROJECT NO. RS-B0484002	
SECTION MALHEUR RIVER (RED) BRIDGE			

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESEN
001	11 MOBILIZATION	LUMP SUM	25000.0000	100.000	25000.00	25000.00	
002	11 TEMPORARY PROTECTION AND DIR OF TRAFFIC	LUMP SUM	3400.0000	100.000	3400.00 A	3400.00	
003	11 TEMPORARY SIGNS	SQ FT	8.0000	188.000	1504.00	1504.00	
006	11 CLEARING AND GRUBBING	LUMP SUM	8000.0000	100.000	8000.00 B	8000.00	
007	11 TOE TRENCH EXCAVATION	CU YD	12.0000	157.080	1884.96	1884.96	
008	11 EMBANKMENT IN PLACE	CU YD	3.5000	5,051.700	17680.95	17680.95	
011	11 GRID ROLLER	HOUR	10.0000	24.000	240.00	240.00	
(3	11 12-INCH CULVERT PIPE	LIN FT	15.0000	40.000	600.00	600.00	
014	11 GUARD RAIL TYPE 2A	LIN FT	16.0000	175.000	2800.00	2800.00	
015	11 GUARD RAIL TYPE 3	LIN FT	23.0000	100.000	2300.00 A	2300.00	
016	11 GUARD RAIL ANCHORS TYPE 1	EACH	350.0000	3.000	1050.00	1050.00	
017	11 GUARD RAIL ANCHORS TYPE 1MODIFIED	EACH	350.0000	1.000	350.00 B	350.00	
018	11 RAIL END PIECES TYPE B	EACH	50.0000	1.000	50.00	50.00	
019	11 RAIL END PIECES TYPE C	EACH	85.0000	3.000	255.00	255.00	
020	11 LOOSE RIPRAP CLASS 700	CU YD	11.0000	269.800	2967.80	2967.80	
021	11 FILTER BLANKET	CU YD	12.0000	31.800	381.60	381.60	
022	11 BRIDGE REMOVAL WORK	LUMP SUM	4000.0000	100.000	4000.00	4000.00	
023	11 SHORING CRIBBING ETC	LUMP SUM	14500.0000	100.000	14500.00	14500.00	
024	11 STRUCTURE EXCAVATION	CU YD	5.0000	373.890	1869.45	1849.85	
025	11 SPECIAL WALL BACKFILL	CU YD	15.0000	333.060	4995.90 A	4427.70	
026	11 STRUCTURAL CONCRETE CLASS 3300	LUMP SUM	65000.0000	100.000	65000.00	65000.00	
027	11 REINFORCEMENT	LUMP SUM	11000.0000	100.000	11000.00	11000.00	
028	11 120'/125'INTEGRAL DCK BLB TEE PRSTRS BMS	EACH	15000.0000	5.000	75000.00	75000.00	
029	11 STEEL DIAPHRAMS	LUMP SUM	4000.0000	100.000	4000.00	4000.00	
0	11 TWO-TUBE STEEL RAILING	LIN FT	40.0000	237.000	9480.00	9480.00	
	PRICE AGREEMENT ITEMS						
3001B	11 GRID-ROLLED AGGR SUBBASE	CU YD	6.0000	1,305.600	7833.60 B	7833.60	
3001D	11 1"-0 AGGR BASE	CU YD	20.0000	714.400	14288.00 B	14288.00	
3002A	11 EXTRA FOR STEEL REBAR CHANGES	LUMP SUM	728.7500	100.000	728.75 A	728.75	

DATE 08 26 87 PG. 01 C10174	TOTAL CONTRACT ITEMS			
	FORCE ACCOUNT			
ENGINEER OR AUDITOR				

T PAYMENT VOUCHER

COUNTY		CONTRACT NO. C10174	ESTIMATE NO. 10
HIGHWAY		FEDERAL AID PROJECT NO.	
SECTION			

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE		PREVIOUS AMOUNT	PRESENT AMOUNT
ROYALTY	PAYMENT	CU YD	.2500-	714.400	178.60-		178.60-	
PLATES		EACH	16.6800	4.000	66.72	A	66.72	
FENCE		LIN FT	3.0000	202.000	606.00		606.00	
CESS	12 IN CMP	LUMP SUM	398.2000	100.000	398.20		398.20	
TMENT ITEMS								
NC ADJ	B I 26	CU YD	317.0700	.200	63.41	A		63.41
CEMENT ADJ	B I 27	LB	.4300-	803.000	345.29-			345.29-

	Type Code	"P" Construction Cost	Total Cost	"N" Construction Cost
A	X081	$226,339.74		
B	I000	55,032.51		398.20
		$281,372.25	$281,770.45	398.20

PG. 02 C10174	TOTAL CONTRACT ITEMS	281770.45	281464.53	305.92
	FORCE ACCOUNT			

CONTRACT PAYMENT VOUCHER

734-1020 (9-85)

COUNTY

CONTRACT NO. C10174

ESTIMATE NO. 10

HIGHWAY

FEDERAL AID PROJECT NO.

SECTION

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESE
3004A	11 CR FOR ROYALTY	PAYMENT	CU YD	.2500-	714.400	178.60-	178.60-	
3005A	11 BEARING PLATES		EACH	16.6800	4.000	66.72)A	66.72	
3006A	11 TYPE 1 FENCE		LIN FT	3.0000	202.000	606.00	606.00	
3007	10 PURCH EXCESS	12 IN CMP	LUMP SUM	398.2000	100.000	398.20	398.20	
	ADJUSTMENT ITEMS							
6001	11 CL A CONC ADJ	B I 26	CU YD	317.0700	.200	63.41		
02	11 REINFORCEMENT ADJ	B I 27	LB	.4300-	803.000	345.29-)A		

	Type Code	"P" Construction Cost	Total Cost	"N" Construction Cost
A	X081	$ 226,339.74		
B	I000	55,032.51		398.20
		$ 281,372.25	$281,770.45	398.20

DATE 08 26 87 PG. 02 C10174

TOTAL CONTRACT ITEMS 281770.45 281464.53

FORCE ACCOUNT

ENGINEER OR AUDITOR

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

10174

REGION NO. 10	REPORT NO. 1	COUNTY Malheur	DIVISION Oregon
DATE OF REPORT NOV 10 '87	REPORT MADE BY C. O. Fredrickson, Construction Engineer		PROJECT NO. RS-B484(2)
COMPLETION DATE (Actual) 12-23-86	ACCEPTANCE DATE BY CONRTACT AGENCY 07-28-87	TIME ELAPSED 100 %	CONTRACT TIME 12-23-86

LOCATION
Malheur River (Red) Bridge Section on the Riverside-Juntura Road about 17 miles southeast of Juntura.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

   A. Construction of roadway with embankment, grid-rolled aggregate subbase and aggregate surfacing.

   B. Construction of Bridge No. 9227A.
   Length: 120 feet Width: 28 feet

   C. Removal of existing bridge.

   D. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Douglas S. Coats, Inc.

3. Contract Amount: $281,770.45

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

RECEIVED
STATE HWY ENGR
NOV 23 '87
REFER TO
Fredrickson
FOR
Info [illegible] R/D D/R Sign Act File

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

NOTED
V. E. SCHWART

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Thomas P. Lowe		SIGNATURE John T. Price	
TITLE Area Engineer	DATE 11/16/87	TITLE District Engineer	DATE 11/20/87

FORM FHWA 1446B
(Rev. 2-84)
PREVIOUS EDITIONS MAY BE USED.

10,174

August 4, 1987

CON 5 - #10,174

Ray Paiement
Tromp & McKinley Ins., Inc.
P.O. Box 1357
Eugene, OR 97440

Contract No. 10,174 awarded to Douglas S. Coats, Inc. for work on the Malheur River (Red) Bridge Section of FAS B484 in Malheur County was completed on February 20, 1987, and accepted by the State Highway Division on July 28, 1987.

Final payment in the amount of $2,805.92 will be released to the contractor after August 10, 1987. The total contract amount is $281,770.45. No work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: Douglas S. Coats, Inc.
P.O. Box 311
Bend, OR 97709

Transamerica Insurance Co.
1150 South Olive Street
Los Angeles, CA 90015

bc: C. O. Fredrickson
Walt Hart
Highway Accounting
Robert D. Hector

10,174

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
10174

TO: Commission Services

DATE: July 28, 1987

FROM: for W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10174, On Site Work Substantially Completed December 23, 1986

All Work Completed February 20, 1987

Project Malheur River (Red) Bridge

Highway FAS B484 (Riverside-Juntura Road)

County Malheur

Type of Work Grading and Structure

Contractor Douglas S. Coats

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

8-4-87 - Surety letter written.

RECEIVED
JUL 29 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

2/27/87
10,154

```
                                                              JOB COST SUMMARY
                                                   EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-
                                                          PAYROLL CHARGES ARE LOADED
                                                              FOR BIENNIUM    87

                                                                        CREW       MSA
         BIEN       EA        SUBJOB    ACTIVITY    OBJ-DETAIL         NUMBER     FIELD

          87     C5231904      000                     194              7100
          87     C5231904      000                     194              7100

          87     C5231904      000                     194

          87     C5231904      000                     199              0530
          87     C5231904      000                     199              0530

          87     C5231904      000                     199              7100
          87     C5231904      000                     199              7100

          87     C5231904      000                     199

          87     C5231904      000                     504              0100
          87     C5231904      000                     504              0100

          87     C5231904      000                     504              7300
          87     C5231904      000                     504              7300

          87     C5231904      000                     504              7450
          87     C5231904      000                     504              7450

          87     C5231904      000                     504

          87     C5231904      000

          87     C5231904      000         903         504              0100
          87     C5231904      000         903         504              0100

          87     C5231904      000         903         504

          87     C5231904      000         903

          87     C5231904      000         905         130              7300
          87     C5231904      000         905         130              7300

          87     C5231904      000         905         130

          87     C5231904      000         905

          87     C5231904      000         921         136              0500
          87     C5231904      000         921         136              0500

          87     C5231904      000         921         136

          87     C5231904      000         921         501              7200
          87     C5231904      000         921         501              7200
          JOB COST SUMMARY                                                       PAGE    13
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
     PAYROLL CHARGES ARE LOADED
          FOR BIENNIUM    87

               CREW        MSA               CURRENT                    BALANCE TO
OBJ-DETAIL    NUMBER      FIELD               MONTH                        DATE

 194           7100                                      .00                    13.63
 194           7100                                      .00                    13.63

 194                                                     .00                    13.63

 199           0530                                      .00                     6.52
 199           0530                                      .00                     6.52

 199           7100                                      .00                      .00
 199           7100                                      .00                      .00

 199                                                     .00                     6.52

 504           0100                                      .00                    37.35
 504           0100                                      .00                    37.35

 504           7300                                      .00                     1.35
 504           7300                                      .00                     1.35

 504           7450                                      .00                     6.60
 504           7450                                      .00                     6.60

 504                                                     .00                    45.30

                                                         .00                    65.45

 504           0100                                      .00                     1.20
 504           0100                                      .00                     1.20

 504                                                     .00                     1.20

                                                         .00                     1.20

 130           7300                                      .00                     6.00
 130           7300                                      .00                     6.00

 130                                                     .00                     6.00

                                                         .00                     6.00

 136           0500                                      .00                   361.70
 136           0500                                      .00                   361.70

 136                                                     .00                   361.70

 501           7200                                      .00                    17.00
 501           7200                                      .00                    17.00
```

2/27/87

JOB GT SUMMARY
EA/SUBJOB/ACTIVI/OBJ-DETAIL CREW-N
PAYROLL CHGES ARE LOADED
FOR BINIUM 87

BIEN	EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBE	MSA FIELD
87	C5231904	000	921	501		
87	C5231904	000	921	504	7200	
87	C5231904	000	921	504	7200	
87	C5231904	000	921	504	7400	
87	C5231904	000	921	504	7400	
87	C5231904	000	921	504		
87	C5231904	000	921			
87	C5231904	000	923	504	7530	
87	C5231904	000	923	504	7530	
87	C5231904	000	923	504		
87	C5231904	000	923			
87	C5231904	000	927	504	7450	
87	C5231904	000	927	504	7450	
87	C5231904	000	927	504	7460	
87	C5231904	000	927	504	7460	
87	C5231904	000	927	504		
87	C5231904	000	927			
87	C5231904	000				
87	C5231904	001	910	189	7111	
87	C5231904	001	910	189	7111	
87	C5231904	001	910	189		
87	C5231904	001	910			
87	C5231904	001				
87	C5231904	010	910	189	7111	
87	C5231904	010	910	189	7111	
87	C5231904	010	910	189		
87	C5231904	010	910			
87	C5231904	010				

Services Provided By others State

JOB CT SUMMARY
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHGES ARE LOADED
FOR BINIUM 87

OBJ-DETAIL	CREW NUMBE	MSA FIELD	CURRENT MONTH	BALANCE TO DATE
501			.00	17.00
504	7200		.00	108.50
504	7200		.00	108.50
504	7400		.00	137.80
504	7400		.00	137.80
504			.00	246.30
			.00	625.00
504	7530		.00	2.00
504	7530		.00	2.00
504			.00	2.00
			.00	2.00
504	7450		.00	32.40
504	7450		.00	32.40
504	7460		.00	7.20
504	7460		.00	7.20
504			.00	39.60
			.00	39.60
			.00	739.25
189	7111		.00	102.65
189	7111		.00	102.65
189			.00	102.65
			.00	102.65
			.00	102.65
189	7111		.00	95.22
189	7111		.00	95.22
189			.00	95.22
			.00	95.22
			.00	95.22

services Provided By other State Agencie

2/27/87

JOB COST SUMMARY
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-
PAYROLL CHARGES ARE LOADED
FOR BIENNIUM 87

BIEN	EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD
87	C5231904	011		194	0100	
87	C5231904	011		194	0100	
87	C5231904	011		194	7400	
87	C5231904	011		194	7400	
87	C5231904	011		194		
87	C5231904	011		199	0100	
87	C5231904	011		199	0100	
87	C5231904	011		199	0530	
87	C5231904	011		199	0530	
87	C5231904	011		199	7400	
87	C5231904	011		199	7400	
87	C5231904	011		199		
87	C5231904	011				
87	C5231904	011	020	598	7300	
87	C5231904	011	020	598	7300	
87	C5231904	011	020	598		
87	C5231904	011	020			
87	C5231904	011				
87	C5231904					
87						

```
          JOB COST SUMMARY                                                   PAGE  .   15
A/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
      PAYROLL CHARGES ARE LOADED
         FOR BIENNIUM    87

             CREW        MSA              CURRENT                  BALANCE TO
J-DETAIL     NUMBER      FIELD            MONTH                       DATE

194          0100                                     .00                       8.48
194          0100                                     .00                       8.48

194          7400                                     .00                     106.08
194          7400                                     .00                     106.08

194                                                   .00                     114.56

199          0100                                     .00                        .00
199          0100                                     .00                        .00

199          0530                                     .00                      55.17
199          0530                                     .00                      55.17

199          7400                                     .00                        .00
199          7400                                     .00                        .00

199                                                   .00                      55.17

                                                      .00                     169.73

98           7300                                     .00                     582.58-
98           7300                                     .00                     582.58-

98                                                    .00                     582.58-

                                                      .00                     582.58-

                                                      .00                     412.85-

                                                      .00                     524.27

                                                      .00                  13,640.30

                                                      .00                  13,731.30
```

10,174

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

WEE[illegible]Y REPORT FOR CONSTRUCTION PF[illegible]ECTS

		WEEK ENDING January 17, 1987
PROJECT NAME (SECTION) Malheur River (Red) Bridge		CONTRACT NO 10174
HIGHWAY Riverside-Juntura Road	COUNTY Malheur	F.A. PROJECT NO RS-8484(2)
CONTRACTOR Douglas S. Coats, Inc.	KIND OF WORK Grading and structure	DATE OF AWARD December 27, 1985
PROJECT AUTHORIZATION	**ENGINEERING**	FIRST NOTIFICATION DATE April 28, 1986
CURRENT AUTHORIZATION $ 326,286.00	AUTHORIZATION $ 25,873.00	ESTIMATED DATE OF COMPLETION, OR
	COST THIS WEEK $ 0.00	
ESTIMATED PROJECT COST $ 314,000.00	TOTAL TO DATE $ 28,768.00	SECOND NOTIFICATION DATE AND
ESTIMATED PERCENT ~~OVERRUN~~/UNDERRUN 3.9 %	PERCENT OF AUTHORIZATION 111 %	December 23, 1986

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
	12/23/86	338	334.0	98	Yes
	/ /	0	0.0	0	
	/ /	0	0.0	0	
	/ /	0	0.0	0	

ESTIMATED SEMIFINAL SUBMITTAL DATE

AVERAGE FORCE ON PROJECT THIS WEEK

SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED 100%

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	5,352 cy	750 tn	0			
EST. CORRECTED QUANTITIES	4,913 cy	714 tn	0			
EST. PERFORMED TO DATE	4,913 cy	714 tn	0			
PERCENT PERFORMED TO DATE	100	100	0	0	100	0

ACTIVITIES THIS WEEK:

No activity.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

No activity.

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

Some general clean-up remains unfinished.
Semifinal submitted 1-12-87/

FINAL REPORT

PROJECT MANAGER (SIGN)

for Herbert E. Shaw

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

ORIGINAL

10,174

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

1-16-87

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

STATE Oregon

FEDERAL AID PROJECT NO. BRS-B484(1)

PROGRAM APPROVED

VOUCHER PERIOD From: 10/24/83 To: 11/25/85

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
38,118.89	37,840.14	80%	30,272.11	30,272.11	-0-

118

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Acting Controller *Authorized Officer* 1/16/87 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative Date

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                        JUNE 1985         PAGE 1122

                                                                                  FISCAL          GRAND TOTAL
     DESCRIPTION               PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH      YEAR TO DATE        TO DATE
                            522   1955       912     00 P 1                                            98.70
                            522   1955       913     00 P 1                                         7,883.79
                            522   1955       913     00 N 1                                            22.33
                            522   1955       914     00 P 1                                         1,471.34
                            522   1955       918     00 P 1                                        10,022.04
                            522   1955       920     00 P 1                                           250.77
                            522   1955       921     00 P 1                                         2,584.96
                            522   1955       922     00 P 1                                            70.08
                            522   1955       923     00 P 1                                        14,787.99
                            522   1955       926     00 P 1                                        25,859.10
                            522   1955       926     00 N 1                                           129.97
                            522   1955       927     00 P 1                                        18,978.61
                            522   1955       950     00 P 1                                           262.32
                            522   1955       980     00 P 1                                         3,050.13
                                             TOT        P1           5.65CR        1,453.72       124,493.41
                                             TOT        N1                                            231.99
                                        ** JOB TOTALS **             5.65CR**      1,453.72 **    124,725.40  **

                                                                                                              STATE
 OERR XING @ CONSER ROAD       CONT NO     * FA PROJ NOS RRP A500001 100
                            522   1986       296     00 N 9                                          70.65CR
                            522   1986       298     00 N 9                                          70.65
                            522   1986       905     00 P 1                                          78.50
                                             TOT        P1                                           78.50
                                        ** JOB TOTALS **                   **               **       78.50  **

                                                                                                              STATE
 MALHEUR RIVER(RED)BRIDGE      CONT NO       FA PROJ NOS BRS 8484001 100
                 *          523   1904       296     00 N 9      1,354.30CR     16,577.48CR        24,224.30CR
                            523   1904       298     00 N 9      1,354.30       16,577.48          24,224.30
                            523   1904       901     00 P 1          4.35CR      1,638.99           8,557.20
                            523   1904       901     00 N 1                         10.35              80.88
                            523   1904       905     00 P 1        167.60        4,096.32           4,096.32
                            523   1904       906     00 P 1           .22CR         59.16              59.16   927
                            523   1904       909     00 P 1          3.93CR        890.32             890.32
                            523   1904       913     00 P 1           .16CR         36.70              36.70
                            523   1904       918     00 P 1           .20CR         44.76              54.19
                            523   1904       920     00 P 1           .03CR          7.92              26.10
                            523   1904       922     00 P 1           .31CR         68.61              68.61  +
                            523   1904       923     00 P 1           .30CR         66.47              66.47
                            523   1904       926     00 P 1          4.34CR        965.29           3,536.77
                            523   1904       927     00 P 1      1,194.29       10,985.85          10,985.85
                            523   1904       933     00 P 1           .31CR         67.04              67.04
                            523   1904       937     00 P 1         10.76CR      2,461.29           2,582.31
                            523   1904       950     00 P 1          2.63CR        582.58             582.58   To 901
                                             TOT        P1       1,334.35       21,971.30          31,609.62
                                             TOT        N1                          10.35              80.88
                                        ** JOB TOTALS **         1,334.35  **   21,981.65  **      31,690.50  **
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REPORT NO: FMBL003-1                              OREGON DEPARTMENT OF TRANSPORTATION                                    PAGE 441
SEQ: FEDERAL APPROPRIATION, FEDERAL                  FINANCIAL MANAGEMENT SYSTEM                                  RUN 02/11/87 23:38
     PROJECT, AGREEMENT, EA-SUBJOB                 OREGON STATE HIGHWAY DIVISION
                                                       FHWA BILLING VOUCHER

FEDERAL APPROPRIATION: 118

 AGREEMENT         TOTAL COSTS       AMOUNT       --PARTICIPATION--       AGREEMENT        FEDERAL     -ADJUSTMENT-        VOUCHER
  EA/SUBJOB          TO DATE      PREV CLAIMED    AMOUNT    PERCENT         AMOUNT           SHARE     AMOUNT  CODE         AMOUNT
FEDERAL PROJECT: BRS -B435-002
******************************

 F04058
   C10209  -000      17,000.13      15,251.56     15,861.31
   C10209  -001          70.33            .00           .00
   C10209  -010      20,152.18            .00           .00
   C10209  -011     528,408.89     419,140.95    528,408.89

 AGREEMENT TOTALS   565,631.53     434,392.51    544,270.20  80.00     507,148.00     435,416.16        .00           1,023.65

FED PROJ TOTALS     565,631.53     434,392.51    544,270.20            507,148.00     435,416.16        .00           1,023.65
FEDERAL PROJECT: BRS -B484-001
******************************

 F03027
   C5231904-000       6,643.37         501.96      6,643.37
   C5231904-001         102.65            .00           .00
   C5231904-010         176.10            .00           .00
   C5231904-011      31,196.77      29,770.15     31,196.77

 AGREEMENT TOTALS    38,118.89      30,272.11     37,840.14  80.00      30,272.11      30,272.11        .00                .00

FED PROJ TOTALS      38,118.89      30,272.11     37,840.14             30,272.11      30,272.11        .00                .00
FEDERAL PROJECT: BRS -B498-002
******************************

 F03029
   C5231912-000      13,244.04       4,106.90     13,244.04
   C5231912-001         376.48            .00           .00
   C5231912-010         631.77            .00           .00
   C5231912-011      10,244.42      14,683.87     10,244.42

 AGREEMENT TOTALS    24,496.71      18,790.77     23,488.46  80.00      18,790.77      18,790.77        .00                .00

FED PROJ TOTALS      24,496.71      18,790.77     23,488.46             18,790.77      18,790.77        .00                .00
FEDERAL PROJECT: BRS -B498-004
******************************

 F04164
   C10246  -000      19,178.49      16,187.28     19,178.49
   C10246  -001          52.94            .00           .00
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                    JOB COST SUMMARY RUN ON  05-20-88
                EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                      PAYROLL CHARGES ARE LOADED
                     CHARGES ARE CURRENT TO 05/13/88

                                 CREW      CURRENT       BALANCE TO
EA        ACTIVITY OBJ-DETAIL NUMBER       MONTH           DATE
--        -------- ---------- ------      -------       ----------
C5231904                         0100                    31,690.50 ***
C5231904                194      0100                         8.48
C5231904                194      7100                        13.63
C5231904                194      7400                       106.08
C5231904                199      0100
C5231904                199      0530                        61.69
C5231904                199      7100
C5231904                199      7400
C5231904                504      0100                        37.35
C5231904                504      7300                         1.35
C5231904                504      7450                         6.60
ACTIVITY                                                              31,925.68 SUBTOTAL

C5231904 020            598      7300                       -582.58
ACTIVITY   020                                                          -582.58 SUBTOTAL

C5231904 903            001      7450                       148.72
C5231904 903            001      7460                       297.43
C5231904 903            504      0100                         1.20
ACTIVITY   903                                                           447.35 SUBTOTAL

C5231904 905            001      7363                       127.68
C5231904 905            001      7365                        35.36
C5231904 905            130      7300                         6.00
ACTIVITY   905                                                           169.04 SUBTOTAL

C5231904 910            189      7111                       197.87
ACTIVITY   910                                                           197.87 SUBTOTAL

C5231904 920            001      0631                        42.96
ACTIVITY   920                                                            42.96 SUBTOTAL

C5231904 921            001      7200                       150.34
C5231904 921            136      0500                       361.70
C5231904 921            501      7200                        17.00
C5231904 921            504      7200                       108.50
C5231904 921            504      7400                       137.80
ACTIVITY   921                                                           775.34 SUBTOTAL

C5231904 923            001      7430                       265.42
C5231904 923            001      7530                        81.96
C5231904 923            504      7530                         2.00
ACTIVITY   923                                                           349.38 SUBTOTAL

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

927

8.48
13.63
61.69
37.35
1.35
location

927

929

```
                   JOB COST SUMMARY RUN ON  05-20-88
              EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                       PAYROLL CHARGES ARE LOADED
                    CHARGES ARE CURRENT TO 05/13/88

                                    CREW       CURRENT      BALANCE TO
EA        ACTIVITY OBJ-DETAIL NUMBER       MONTH         DATE
--        -------- ---------- ------      -------      ----------
C5231904 927      001        7430                          159.10
C5231904 927      001        7450                        2,506.95
C5231904 927      001        7460                          709.92
C5231904 927      030        7450                           53.03
C5231904 927      504        7450                           32.40
C5231904 927      504        7460                            7.20
ACTIVITY   927                                                        3,468.60 SUBTOTAL

C5231904 929      001        7200                        1,325.25
ACTIVITY   929                                                        1,325.25 SUBTOTAL

C5231904 964      001        7000
ACTIVITY   964                                                                 SUBTOTAL

EA         C5231904 TOTAL                                            38,118.89

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

ORIGINAL SIGNED
BY MIKE SHULTZ

19334

Section Malheur River (Red) Bridge Programming Estimate $ 421,000.00

Highway FAS B484 (Riverside - Juntura Rd.) Project Length 0.17 mile

County Malheur Completion Time November 30, 1986

Kind of Work Grading & Structure Est. Comp. Date —

Prefix C523-1904 Letting Date December 19, 1985 Project No. RS-B484(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . $ 274,026.00

Anticipated Additional Items:

Royalty Payment	
Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	
Temporary Pavement Striping	
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control	
State Furnished ______	
Roadside Seeding & Mulching	500.00
Asphalt Cement Adjustment	
On the Job Trainees ($0.80 x ______ hrs.)	
State Responsibility for Damages	
Signal Controller Testing	
"OPTICOM" Testing	
Bikeway Signs	
Bikeway Striping & Legend	
Right of Way Monumentation	
EEO/Labor Compliance Monitoring (0.5% of Cont. Amt.)	1,370.00

Adjust Utilities:

Total Anticipated Items $ 1,870.00

Subtotal $ 275,896.00

Contingencies (4-1/2%) 12,415.32

Engineering (8, [✓ 9], 10%) 24,830.64

Subtotal $ 313,141.96

Credit for ______ . . . . . . —

Estimated Net Authorization, Construction . . . . . . $ 313,141.96

APPROVED

______
Road Design Engineer

RECEIVED
SEP 12 1985
Federal Aid Unit

JB
4:23

Rev. 7/85

~~SUMMARY — BID SCHEDULE —~~ COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION	REFERENCE NAME/PHONE	COUNTY	SHEET
MALHEUR RIVER (RED) BRIDGE	8-6291	MALHEUR	1 OF 2

KIND OF WORK	KEY NUMBER	LENGTH	DATE	NAME
GRADING AND STRUCTURE	01961	0.17 miles	9/9/85	K. LESHK

COST ANALYSIS UNIT: 9/11/85 MLW
THIS ENGINEERING ESTIMATE IS PRICED FOR
BID LETTING 12/19/85

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	MOBILIZATION		LUMP SUM	ALL	LUMP SUM	24,200^{00}
	TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC		LUMP SUM	ALL	LUMP SUM	3,000^{00}
	TEMPORARY SIGNS		SQ. FT.	175	8^{00}	1,400^{00}
	TEMPORARY BARRICADES		EACH	6	70^{00}	420^{00}
	FLAGGERS		HOUR	200	17-	3,400^{00}
	ROADWORK					
	CLEARING AND GRUBBING		LUMP SUM	ALL	LUMP SUM	2,000^{00}
	TOE TRENCH EXCAVATION		CU. YD.	153	10-	1,530^{00}
	EMBANKMENT IN PLACE		CU. YD.	5352	4^{50}	24,084^{00}
	TRENCH EXCAVATION		CU. YD.	27	15-	405^{00}
	OBLITERATION OF ROADWAY		LUMP SUM	ALL	LUMP SUM	2,100^{00}
	GRID-ROLLED AGGREGATE SUBBASE		TON	1,950	8-	15,600^{00}
	GRID ROLLER		HOUR	30	60-	1,800^{00}
	AGGREGATE BASE		TON	1,100	17-	18,700^{00}
	12-INCH CULVERT PIPE		LIN. FT.	100	16-	1,600^{00}
	GUARD RAIL, TYPE 2A		LIN. FT.	200	15-	3,000^{00}
	GUARD RAIL, TYPE 3		LIN. FT.	100	30-	3,000^{00}
	GUARD RAIL ANCHORS, TYPE 1		EACH	3	350-	1,050^{00}
	GUARD RAIL ANCHORS, TYPE 1 MODIFIED		EACH	1	350-	350^{00}
	RAIL END PIECES, TYPE B		EACH	1	55-	55^{00}
	RAIL END PIECES, TYPE C		EACH	3	90-	270^{00}
	LOOSE RIPRAP CLASS 700		CU. YD.	256	25-	6.400^{00}

~~SUMMARY~~ – ~~BID SCHEDULE~~ – COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION: Malheur River (Red) Bridge
REFERENCE NAME/PHONE: 8·6291
COUNTY: Malheur
SHEET: 2 of 2
KIND OF WORK: Grading and Structure
KEY NUMBER: 01961
LENGTH: 0.17 mile
DATE: 9/9/85
NAME: Leshk

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Filter Blanket		Cu. Yd.	33	15-	495^{00}
	STRUCTURE					
	(163'x14' = 2,282 S.F. @ \$5^{00}/S.F.) Bridge Removal Work		Lump Sum	All	Lump Sum	11,400^{00}
	Shoring, Cribbing, Etc.		Lump Sum	All	Lump Sum	5,000^{00}
	Structure Excavation		Cu. Yd.	336	11^{00}	3,696^{00}
	Special Wall Backfill		Cu. Yd.	355	13^{00}	4,615^{00}
	(195 C.Y. @ \$250/C.Y.) Structural Concrete, Class 3300		Lump Sum	All	Lump Sum	48,750^{00}
	(22,950 LBS. @ \$0^{41}/LB) Reinforcement		Lump Sum	All	Lump Sum	9,400^{00}
	(\$100/Lin. Ft. x 120 Ft.) + (\$3^{50}/Mile x 330 miles) 120'/125' Bulb Tee Prestressed ~~Beams~~ Integral Deck		Each	5	13,200^{00}	66,000^{00}
	(1,650 LBS. @ \$0^{80}/LB.) Steel Diaphrams		Lump Sum	All	Lump Sum	1,300^{00}
	Two-Tube Steel Railing		Lin. Ft.	237	38^{00}	9,006^{00}
				Structure total		159,167^{00}
						\$274,026^{00}

January 15, 1986

CON 5 - 10,174

Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97709

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission. You are authorized to commence work under terms of the contract effective this date.

> Contract No. 10,174 for work on the Malheur River (Red) Bridge Section of FAS B484 (Riverside-Juntura Rd.) in Malheur County.

A copy of this contract is also being sent to the surety on your performance and payment bonds.

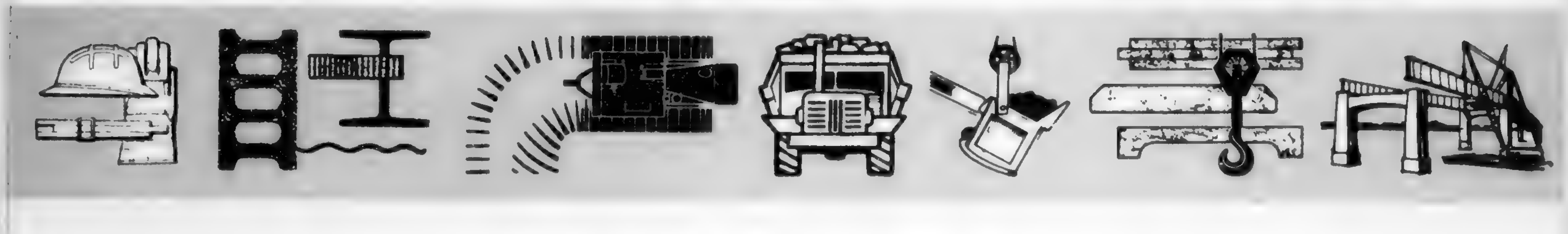
Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure
cc: Raymond M. Paiement
Tromp and McKinley Insurance, Inc.
P. O. Box 1357
Eugene, OR 97440

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Robert Hector
Herbert Shaw

BRIDGES **STREETS & ROADS** **STEEL STRUCTURES**



DOUGLAS S. COATS, INC.
P.O. BOX 311 • BEND, OREGON 97709 • (503) 382-7330

December 23, 1985

Office of Commission Services
Room 121
State Transportation Building
Salem, Oregon

: RE MALHEUR RIVER (RED) BRIDGE

GENTLEMEN:

The W B E participant for the above contract will be:

Spencer & Taylor Construction
1937 N W West Hills
Bend, Oregon 97701

Item 7.	Toe Trench Excavation 153 C.Y. @ 12.00	= $1,836.00
Item 9.	Trench Excavation 27 C.Y. @ $20.00	= 540.00
Item 13.	Culvert Pipe 100 L F @ 15.00	= 1,500.00
		$3,876.00

Sincerely,

DOUGLAS S COATS INC

Douglas S Coats
President

RECEIVED
DEC 24 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

BRIDGES STREETS & ROADS STEEL STRUCTURES

DOUGLAS S. COATS, INC.
P.O. BOX 311 • BEND, OREGON 97709 • (503) 382-7330

December 23, 1985

Office of Commission Services
Room 121
State Transportation Building
Salem, Oregon

RE: MALHEUR RIVER (RED) BRIDGE

Gentlemen:

Our minority sub-contractor for the above project will be:

Bob Fix Excavating
61930 Pettigrew Rd
Bend, Oregon 97702

Bid Item #12: 1" Aggregate Base 750 C.Y. @ 18.00 = $13,500.

Sincerely,

DOUGLAS S COATS INC

Douglas S Coats
President

RECEIVED
DEC 24 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATE COPY

TO BE COMPLETED BY FHWA 1-55	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	STATE OREGON COUNTY MALHEUR PROJECT NO. RS-B484(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., "Malheur River (Red) Bridge"

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-26-85	0.168
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT $ 326,286.00	FEDERAL FUNDS $ 287,621.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

~~XX~~ FOR: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator JAN 10 1986

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 8, 1985

FEDERAL AID PROJECT NO. RS-B484(2)

MALHEUR RIVER (RED) BRIDGE SECTION
COUNTY ROAD
MALHEUR COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE X081
MALHEUR RIVER BRIDGE (No. 9228A)(Sta. 13+70 to Sta. 14+90)

Mobilization	Lump Sum	All	Lump Sum	$ 25,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	3,400.00
Temporary Signs	Sq. Ft.	175	8.00	1,400.00
Temporary Barricades	Each	6	75.00	450.00
Flaggers	Hour	200	1.00	200.00
Bridge Removal Work	Lump Sum	All	Lump Sum	4,000.00
Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	14,500.00
Structure Excavation	Cu. Yd.	503	5.00	2,515.00
Special Wall Backfill	Cu. Yd.	355	15.00	5,325.00
Structural Concrete, Class 3300 (195 C.Y.)	Lump Sum	All	Lump Sum	65,000.00
Reinforcement (22,950 lbs.)	Lump Sum	All	Lump Sum	11,000.00
120'/125' Bulb Tee Prestressed Beams	Each	5	25,000.00	75,000.00
Steel Draphrams (1,650 lbs.)	Lump Sum	All	Lump Sum	4,000.00
Two-Tube Steel Railing	Lin. Ft.	237	40.00	9,480.00
Guard Rail, Type 3	Lin. Ft.	100	23.00	2,300.00
Loose Riprap, Class 700	Cu. Yd.	270	11.00	2,970.00
Filter Blanket	Cu. Yd.	33	12.00	396.00
				$ 226,936.00

ANTICIPATED ITEMS

EEO/Labor Compliance Monitoring (0.5%)	All Required	$ 1,124.68
	SUBTOTAL	$ 228,070.68
	Engineering	30,789.32
	TOTAL	$ 258,860.00

TYPE CODE I000
ROADWAY (Sta. 10+00 to Sta. 13+70 and Sta. 14+90 thru Eq. 17+93.05 BK = 18+08.50 Ah. to Sta. 19+00)

Clearing and Grubbing	Lump Sum	All	Lump Sum	$ 8,000.00
Toe Trench Excavation	Cu. Yd.	153	12.00	1,836.00
Embankment in Place	Cu. Yd.	5,352	3.50	18,732.00
Trench Excavation	Cu. Yd.	27	20.00	540.00
Grid-Rolled Aggregate Subbase	Cu. Yd.	1,300	6.00	7,800.00
Grid Roller	Hour	30	10.00	300.00
1"-0 Aggregate Base	Cu. Yd.	750	20.00	15,000.00

12-inch Culvert Pipe	Lin. Ft.	100	15.00	1,500.00
Guard Rail, Type 2A	Lin. Ft.	200	16.00	3,200.00
Guard Rail Anchors, Type 1	Each	3	350.00	1,050.00
Guard Rail Anchors, Type 1 Modified	Each	1	350.00	350.00
Rail End Pieces, Type B	Each	1	50.00	50.00
Rail End Pieces, Type C	Each	3	85.00	255.00
				$ 58,613.00

ANTICIPATED ITEMS

EEO/Labor Compliance Monitoring (0.5%)	All Required	$ 293.07
Roadside Seeding and Mulching	All Required	500.00
		$ 793.07
	SUBTOTAL	$ 59,406.07
	Engineering	8,019.93
	TOTAL	$ 67,426.00

Length of Structure ------------------- 0.023 miles
Length of Roadway --------------------- 0.145 miles
Length of Project 0.168 miles

Cost of Roadway per Mile -------------- $465,006.89

SUMMARY OF FUNDS (88.15%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	COUNTY FUNDS
Structure	$258,860.00	$228,185.00	$15,337.00	$15,338.00
Roadway	67,426.00	59,436.00	3,995.00	3,995.00
TOTAL	$326,286.00	$287,621.00	$19,332.00	$19,333.00

Group 010: 0%; Group 011: 100%
Contract No. 10,174
Prefix: C5231904 (PE)
Prefix: C10174 (Const.)

Appn Code: 075

CPL:pf

December 24, 1985

PRO

The Honorable Maxwell T. Lieurance
Judge, Malheur County Court
Courthouse-Drawer C
251 B Street West
Vale, OR 97918

Subject: Malheur River (Red) Bridge
Project No. RS-B484(2)
Malheur County

On December 19, 1985 the State Highway Division received a satisfactory bid from Douglas S. Coats, P.O. Box 311, Bend, Oregon 97709 on the subject project. This is a federal aid secondary project and as per our Agreement No. 7930 and our Local Government Agreement, the County is requested to deposit the balance of their share of the construction cost as computed below:

Contractors Bid		$285,549.00
Anticipated Items		1,927.75
Subtotal		$287,476.75
Contingencies (4-1/2%)		12,936.45
Engineering (9%)		25,872.91
Total Construction Cost		$326,286.11
Estimated P.E. Cost (HBR Funds)		38,500.00
Less Free Bridge Design & Specs.		(8,500.00)
Less Federal Funds P.E. (80%)		(24,000.00)
Less Federal Funds Const. (88.15%)		(287,621.21)
Less State Share 1/2 Const. Balance		(19,332.45)
Less County's Advance Deposits		
P.E. AD #83-95	$ 4,200	
65% Const. AD #85-144	$12,200	(16,400.00)
COUNTY'S REMAINING BALANCE DUE		$ 8,932.45
COUNTY'S SHARE AND ADVANCE DEPOSIT		$ 8,950.00

Received
1-30-86

We will award the contract when we receive Commission approval and DBE/WBE goals are met. Please submit your supplemental deposit of $8,950 by January 10, 1986. You may use one of the three options described in the attachments.

Very truly yours,

Michael K. Shultz
Rural Program Coordinator
Program Section

MKS:me
bcc w/AD #85-157 Roger Lang, Region 5
Vern Skoog - Please return completed AD #85-157 when advance deposit is received.
Donald L. Trout

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO RS-B484(2)

2. STATE PROJECT NO. See Below

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40031

2A. COUNTY NAME Malheur

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE November 26,1 985

8. FEDERAL ROUTE NUMBER FAS-B484

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Malheur River (Red) Bridge #45C403587C01692

11. GENERAL DESCRIPTION OF WORK

Advertise for Bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 11-25-85 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $421,000; Federal Funds $371,100 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 11-20-85 that provisions of FHPM 7-5-1 have been complied with.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD, will be accomplished in accordance with your letter of March 28, 1984.

RECEIVED
TAT HWY ENGR
DEC 13 '85
REFER TO
FOR
Info | Invs | R/D | D/R | Sign | Act | File

Orig to
12/13

14. DATE 12/11/85

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

December 3, 1985

PRO

The Honorable Maxwell T. Lieurance
Judge, Malheur County Court
Courthouse-Drawer C
251 B Street West
Vale, OR 97918

Dear Judge Lieurance:

SUBJECT: Malheur River (Red) Bridge
Project No. RS-B404(2)
Malheur County

On December 19, 1985 bids will be taken by the State Highway Division on the subject project. This project is a federal aid secondary project and as per our Agreement No. 7930 and our Local Government Agreement the county is requested to deposit 65% of their share of the estimated construction cost as computed below:

Estimated Construction Cost	$317,000
Federal Funds (88.15%)	(279,400)
Less State Share 1/2 Balance	(18,800)
County's Share	$ 18,800
65% of County's Share & Advance Deposit	$ 12,200

We will award the contract when we receive your advance deposit in the amount of $12,200 and the DBE/WBE goals have been cleared. You may use one of the three options for payment described in the attachments.

Very truly yours,

CK
RECEIVED
12-13-85
MKS

Michael K. Shultz
Rural Program Coordinator
Program Section

MKS:pf
Attachments

bcc w/AD #85-144: Roger Lang, Region 5
Vern Skoog-Please return completed AD #85-144 when advance deposit is received.
Gary A. Potter
Donald L. Trout

Section Malheur River (Red) Bridge Programming Estimate $ 421,000.00
Highway FAS B484 (Riverside - Juntura Rd.) Project Length 0.17 mile
County Malheur Completion Time November 30, 1986
Kind of Work Grading & Structure Est. Comp. Date —
Prefix C523-1904 Letting Date December 19, 1985 Project No. RS-B484(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Revised 10/18/85
*Revised 11/15/85

Estimated Contract Amount . . . $ ~~274,026.00~~ 271,926.00

*See attached sheet for 11/15/85 Revision

Anticipated Additional Items:	
Royalty Payment	
Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	
Temporary Pavement Striping	
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control	
State Furnished ______	
Roadside Seeding & Mulching	500.00
Asphalt Cement Adjustment	
On the Job Trainees ($0.80 x ____ hrs.)	
State Responsibility for Damages	
Signal Controller Testing	
"OPTICOM" Testing	
Bikeway Signs	
Bikeway Striping & Legend	
Right of Way Monumentation	
EEO/Labor Compliance Monitoring (0.5% of Cont. Amt.)	~~1,370.00~~ 1360.00
Adjust Utilities:	

Total Anticipated Items $ ~~1,870.00~~ 1,860.00

Subtotal $ ~~275,896.00~~ 273,786.00

Contingencies (4-1/2%)	~~12,415.32~~ 12,320.37
Engineering (8, [✓ 9], 10%)	~~24,830.64~~ 24,640.74

Subtotal $ ~~313,141.96~~ 310,747.11

Credit for ______

Estimated Net Authorization, Construction . . . $ ~~313,141.96~~ 310,747.11

APPROVED
Duane C. Christensen
Road Design Engineer

11/18/85 TB

Rev. 7/85

Section MALHEUR RIVER (RED) BRIDGE
Programming Estimate $ $421,000^{00}$
Highway FAS B484 (RIVERSIDE-JUNTURA RD)
Project Length 0.17 MILES
County MALHEUR
Completion Time NOVEMBER 30, 1986
Kind of Work GRADING & STRUCTURE
Est. Comp. Date —
Prefix cS23-1904
Letting Date DEC. 19, 1985
Project No. RS-B484(2)

ESTIMATED CONSTRUCTION AUTHORIZATION*

		*Revised 11/15/85 ~~(original)~~	(revised)
Estimated Contract Amount . . .		$ $277,713^{00}$	
Anticipated Additional Items:			
Royalty Payment			
Permit Fees			
Slide Correction			
Railroad Protective Costs			
Other Railroad Costs			
Permanent Signing			
Permanent Pavement Striping			
Temporary Pavement Striping			
Remove Pvmnt Striping (Exist. & Temp.)			
Temporary Erosion Control			
State Furnished ______ . . .			
Roadside Seeding & Mulching	500^{00}		
Statistical Asphalt Bonus			
On the Job Trainees ($0.80 x ____ hrs			
State Responsibility for Damages . . .			
Signal Controller Testing			
"OPTICOM" Testing			
Bikeway Signs			
Bikeway Striping & Legend			
Right of Way Monumentation			
EEO/Labor Compliance Monitoring (0.5% of Cont. Amt.)	$1,390^{00}$		
______			
______			
Adjust Utilities:			
______			
______			
______			
______			
Total Anticipated Items		$ $1,890^{00}$	
Subtotal		$ $279,603^{00}$	
Contingencies (4-1/2%)		$12,582^{14}$	
Engineering (8, [✓ 9] 10%)		$25,164^{27}$	
Subtotal		$ $317,349^{41}$	
Credit for ______		—	
Estimated Net Authorization, Construction		$ $317,349^{41}$	

APPROVED

______
Road Design Engineer

ET22:ESTIM2.SG Rev. 9/85

~~SUMMARY — BID SCHEDULE —~~ COST ESTIMATE

~~OREGON STATE HIGHWAY DIVISION~~

SECTION	REFERENCE NAME/PHONE	COUNTY	SHEET
Malheur River (Red) Bridge	8-6291	Malheur	1 of 2

KIND OF WORK	KEY NUMBER	LENGTH	DATE	NAME
Grading and Structure	01961	0.17 miles	9/9/85	K. Leshk

COST ANALYSIS UNIT: 10/11/85 MLW
THIS ENGINEER'S ESTIMATE IS CHECKED FOR
BID LETTING 12/12/85

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Mobilization		Lump Sum	All	Lump Sum	24,200.00
	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	3,000.00
	Temporary Signs		Sq. Ft.	175	8.00	1,400.00
	Temporary Barricades		Each	6	70.00	420.00
	Flaggers		Hour	200	17-	3,400.00
	ROADWORK					
	Clearing and Grubbing		Lump Sum	All	Lump Sum	2,000.00
	Toe Trench Excavation		Cu. Yd.	153	10-	1,530.00
	(Includes 256 C.Y. [illegible] Excav. Gen Exc. to become property [illegible]) Embankment in Place		Cu. Yd.	5352	4.50	24,084.00
	Trench Excavation		Cu. Yd.	27	15-	405.00
	~~Obliteration of Roadway~~		~~Lump Sum~~	~~All~~	~~Lump Sum~~	~~2,100.00~~
	Grid-Rolled Aggregate Subbase		Ton	1,950	8-	15,600.00
	Grid Roller		Hour	30	60-	1,800.00
	1'-0" Aggregate Base		Ton	1,100	17-	18,700.00
	12-inch Culvert Pipe		Lin. Ft.	100	16-	1,600.00
	Guard Rail, Type 2A		Lin. Ft.	200	15-	3,000.00
	Guard Rail, Type 3		Lin. Ft.	100	30-	3,000.00
	Guard Rail Anchors, Type 1		Each	3	350-	1,050.00
	Guard Rail Anchors, Type 1 Modified		Each	1	350-	350.00
	Rail End Pieces, Type B		Each	1	55-	55.00
	Rail End Pieces, Type C		Each	3	90-	270.00
	Loose Riprap, Class 700		Cu. Yd.	270 ~~250~~	25-	6,750.00 ~~6,250.00~~

SUMMARY – BID SCHEDULE – COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION Malheur River (Red) Bridge		REFERENCE NAME/PHONE 8·6291		COUNTY Malheur		SHEET 2 of 2
KIND OF WORK Grading and Structure	KEY NUMBER 01961	LENGTH 0.17 mile	DATE 9/19/85	NAME Leshk		

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Filter Blanket		Cu. Yd.	33	15-	495.00
	STRUCTURE					
	(163'×14' = 2,282 S.F. @ $5.00/S.F.) Bridge Removal Work		Lump Sum	All	Lump Sum	11,400.00
	Shoring, Cribbing, Etc.		Lump Sum	All	Lump Sum	5,000.00
	Structure Excavation		Cu. Yd.	503 ~~336~~	11.00	5,533.00 ~~3,696.00~~
	Special Wall Backfill		Cu. Yd.	355	13.00	4,615.00
	(~~195~~ 205 C.Y. @ $250/C.Y.) Structural Concrete, Class 3300		Lump Sum	All	Lump Sum	51,250.00 ~~48,750.00~~
	(~~22,950~~ 25,600 LBS. @ $0.41/LB) Reinforcement		Lump Sum	All	Lump Sum	10,500.00 ~~9,400.00~~
	($100/Lin.Ft. × 120 Ft.) + ($3.00/Mile × 330 miles) 120'/125' Bulb Tee Prestressed Beams		Each	5	13,200.00	66,000.00
	(1,650 LBS. @ $0.80/LB) Steel Diaphrams		Lump Sum	All	Lump Sum	1,300.00
	Two-Tube Steel Railing		Lin. Ft.	237	38.00	9,006.00
				Structure Total		164,604 ~~159,167.00~~
						277,713 ~~271,923.00~~

STATE OF OREGON

INTEROFFICE MEMO

DES 23
9227A

TO: R. D. Hector
Region Engineer

DATE: October 18, 1985

ORIGINAL SIGNED
T. J. SHIKE

FROM: Terry J. Shike, P.E.
Principal Structural Design Engineer

SUBJECT: Malheur River (Red) Bridge 9227A
Malheur River (Red) Bridge Section
Road FAS B484
Malheur County

Attached are two reduced prints of Drawings 41292-41297 which are the advance detail drawings for this structure.

Our present estimate of costs for the proposed contract is as follows:

Roadwork	$ 98,000
Structures	159,000
Engineering and Contingencies	51,000
Total	$308,000

It is planned to call for bids on this section on December 19, 1985.

Please make a field review and return one set by November 8, 1985 with your comments and corrections noted:

TJS:drh

Attachments

cc: Mike Tiffany, Malheur County Road Department, /w/ 2 sets
H. A. Schell, FHWA, /w/ 2 sets
Specs Unit, /w/ 1 set
Construction /w/ 1 set
Utility Unit /w/ 1 set
Project Management
Road Design, /w/ 1 set
Herb Shaw, Project Manager, /w/ 1 set

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
OCT 23 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

81-125-1387

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

10-15-85

Highway # 523
County Malheur

Attention: Right-of-way Section

Subject: Federal Aid Project No. BRS-B484(1) Prefix C 523-1904

Project Name Malheur River (Red) Br.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

PROGRAM SECTION
MANAGER ...... RESOURCE UNIT ____
FA UNIT ...... PROGRAM UNIT ____
OCT 25 1985
REFER TO ____
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Vale, Oregon, this 15th day of October, 1985

County of Malheur

County Judge/Chairman

W. C. Hammack
Commissioner

Don B. Cox
Commissioner

Certified By:

Regional Right-of-Way Supervisor
Date 10/21/85

Instructions: Complete A or B and C.
R/W File No. ______
Rev. 1/81

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: August 12, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 40031
Project No. RS-B484(2)
Malheur River (Red) Bridge Sec.
County Road
Malheur County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project December 19, 1985.

Clearinghouse review conclusions were previously forwarded.

DRH:bkb
Attachments
cc: R.D. Hector, Region 5
Michael Shultz, w/attach.
General Files

Form 734-3122

FEDERAL - AID PROGRAM DATA

STATE NAME	STATE CODE	APPM CODE	PROJECT NUMBER: PREFIX LETTER(S)	PROJECT NUMBER: NUMBER	PROJECT NUMBER: SEQ. NO.	PROJECT POST MI.	ITEM NO.	PROJECT LOCATION
OREGON	41	075	RS-	B484	(2)		40031	Co. Rd., Approx. 1 mi. N.W. of Riverside

CHARACTER OF PROPOSED WORK	Structure
CLASS OF FEDERAL FUNDS	Rural Secondary
NAME OF URBAN AREA	----

COUNTY NAME	CODE	REGION		PRESENT	CONG. DIST.	4R PROJ.	DATE
Malheur	045	10	ADT	50 DHV 6	2		8-12-85

ROUTE NO.	FEDERAL - AID	U | C	STATE	U.S.
	B 484		Co. Rd.	----

KEY ID NO. 01961

WORK TYPE	TYPE OF IMPR.	SECTION	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS (88.15%)	STATE FUNDS	OTHER FUNDS (County)
CONST X081	(09)	"Malheur River (Red) Bridge Sec."	0.023	421,000	371,100	24,950	24,950
PREPARED BY DRH		PROJECT TOTALS	0.023	421,000	371,100	24,950	24,950

REMARKS

itional Data: Item No. 40031; Project No. BRS-B484(1).

Project Data: Work under this project consists of: 1) construct one reinforced concrete prestressed Bulb "T" beam bridge (No. 9227A) length 120 ft., roadway width 28 ft. on new alignment; 2) remove existing structure; 3) construct approaches requiring grade, drain and H-T pave to provide two 12 ft. travel lanes with 2 ft. paved shoulders; 4) adjust utilities as required; and 5) incidentals common to this type of project.

Maintenance and Accommodation of Utilities: A State-County Agreement No. 7930 complying with Section 116, Title 23 U.S.C. and paragraph 6d(1) PPM 30-4.1 (FHPM 6-6-3-2) executed 9-9-83 and amended 4-10-85.

Note: Included in 6 Yr. HIP on Page 121 and included in FY '85 Status Report.

16,174

STATE OF OREGON **INTEROFFICE MEMO**

TO: Gary A. Potter, Manager
Program Section

DATE: April 29, 1985

Attn: Mike Shultz

SUBJECT: Malheur River (Red)Bridge Section
FAS B484 (Riverside-Juntura Road)
Malheur County

Enclosed is a copy of preliminary plans, dated 4/1/85, which have been approved by the Malheur County Court.

The County is in the process of obtaining the required right-of-way from the BLM. Hopefully this will be accomplished in the near future and we will be able to stay on schedule.

Please take the necessary action to develop final plans, specifications, and estimate of costs.

Roger C. Lang

Roger C. Lang
Region 5 Federal Aid Specialist

RCL/lm

Enc.

cc: The Hon. Maxwell T. Lieurance
Barry Hatcher

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
MAY 01 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

CON 17-1
[illegible]
18

April 25, 1985

Malheur County Court
Drawer C, 251 B. Street West
Vale, OR 97918

AGR

Attention: Robert L. Morcom
County Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7936

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an amendment to an agreement for a bridge replacement on the Malheur River (Red) Bridge Section.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen

COMMISSION SERVICES

Attachment
bc: Gary Potter
FKN:js

10,174 Potter 1-21-85

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Detail & Summary
2A	Pipe Data
3	Plan & Profile

REGISTERED PROFESSIONAL ENGINEER
8482
OREGON
JULY 11, 1966
RICHARD A. KUEHN

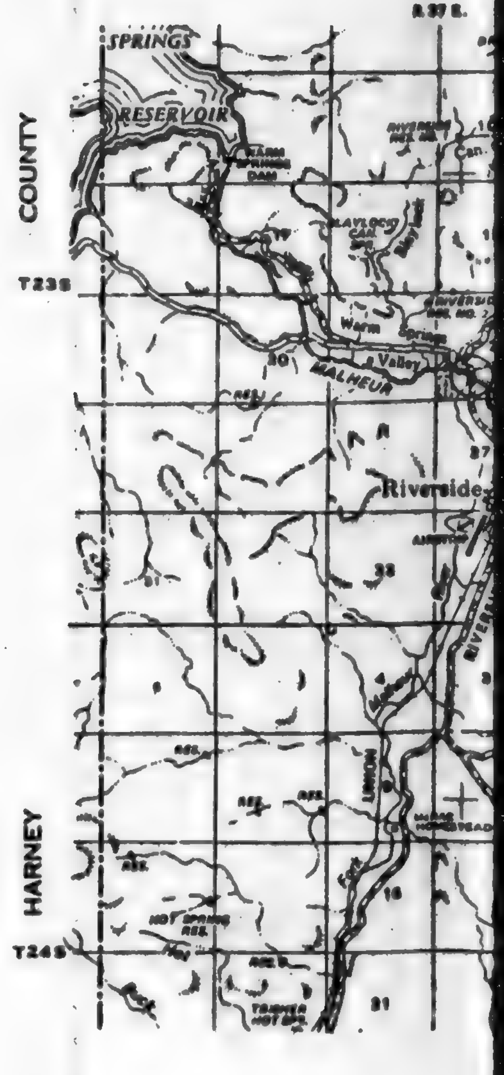
STATE O
DEPARTMENT OF
STATE HIGH

PLANS FOR PR

MALHEUR RIVER (
FAS B484 (RIVERS
MALHEU

PRELIMINARY COPY
SUBJECT TO CHANGE

APPROVED April 24 1985
COUNTY COURT OF Malheur COUNTY
BY Manuel T. [illegible]
COUNTY JUDGE
W. C. Hammack
COUNTY COMMISSIONER
Floy B. Cox
COUNTY COMMISSIONER


R.37 E.
SPRINGS
RESERVOIR
WARM SPRINGS DAM
COUNTY
T23S
Can.
Warm Springs
Valley
MALHEUR
Riverside
RIVER
HARNEY
HOT SPRING RES.
T24S
31

Sket
Scale
0

FORM NO 734-1760

ATE OF OREGON

NT OF TRANSPORTATION

HIGHWAY DIVISION

ANS FOR PROPOSED PROJECT

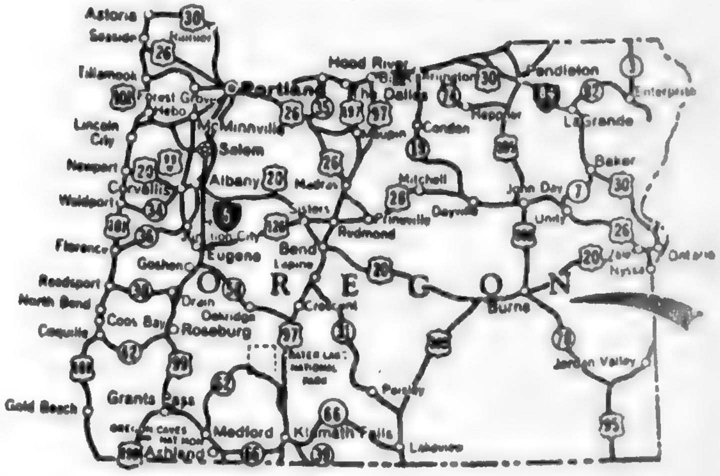
VER (RED) BRIDGE SEC.

(RIVERSIDE - JUNTURA RD.)

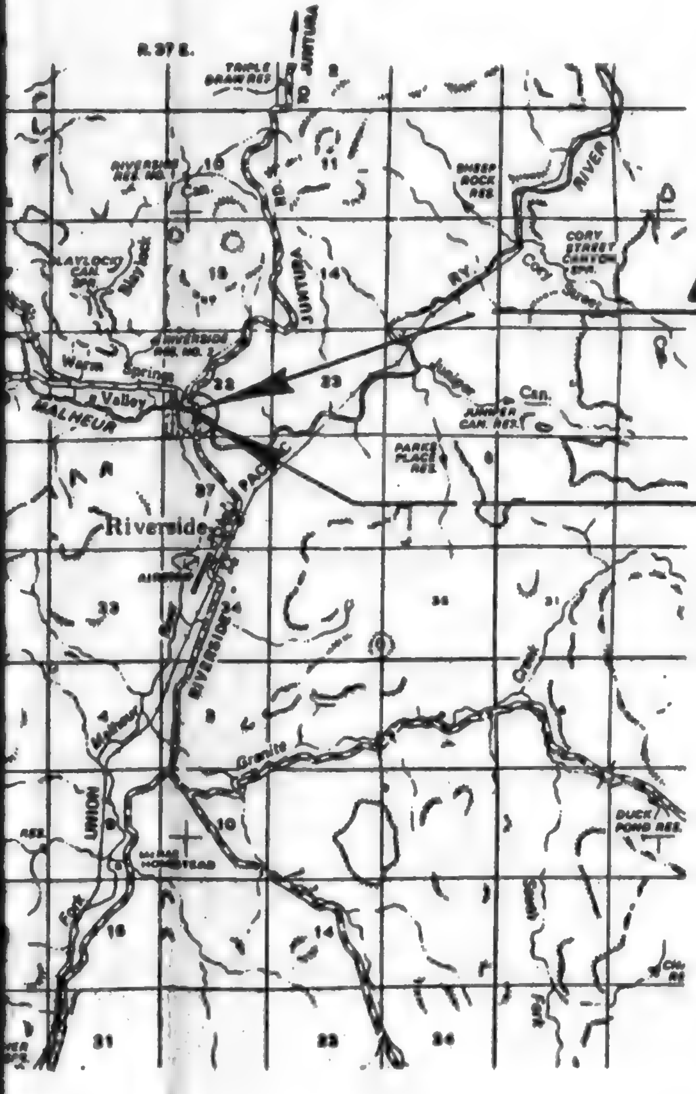
MALHEUR COUNTY

MALHEUR RIVER (RED) BRIDGE SEC. FAS B484 (RIVERSIDE - JUNTURA RD.) MALHEUR COUNTY				SHEET NO. 1
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			SEE INDEX

FAS-C


Astoria
Seaside
Tillamook
Forest Grove
Hebo
McMinnville
Lincoln City
Newport
Salem
Portland
Hood River
The Dalles
Pendleton
La Grande
Enterprise
Baker
Condon
Heppner
Mitchell
John Day
Unity
Ontario
Nyssa
Corvallis
Albany
Waldport
Florence
Eugene
Bend
Redmond
Prineville
Burns
Reedsport
North Bend
Coos Bay
Coquille
Roseburg
Crescent
Grants Pass
Gold Beach
Medford
Ashland
Klamath Falls
Lakeview
Jordan Valley
OREGON

PRELIMINARY COPY
APR 1 1985
SUBJECT TO CHANGE
FINAL DESIGN UNIT


R. 37 E.
TO JUNTURA
RIVERSIDE RES.
SHEEP ROCK RES.
RIVER
CORY STREET CANYON
LAYLOCK CAN.
JUNTURA
Warm Springs
Valley
MALHEUR
Riverside
JUMPER CAN. RES.
PARKS PLACE RES.
Granite
McRAE HOMESTEAD
UNION
DUCK POND RES.

BEGINNING OF PROJECT
STA. 10+00

END OF PROJECT
STA. 19+00

Sketch Map
Scale 0 1 2 Miles

H. S. COULTER

EDGAR S. HUNTER

H. S. Coulter — STATE HIGHWAY ENGINEER

E. S Hunter — ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F. Dwyer	COMMISSIONER
N. B Giustina	COMMISSIONER
Samuel T Naito	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

FIELD OPERATIONS ENGINEER — DATE

Highway Division PRO

Memo to the File March 21, 1985

Mike Shultz
Rural Program Coordinator

Funding Change Request
Malheur River (Red) Bridge
Project No. BRS-B484(1)
Malheur County

Malheur County has requested funding for the construction of the subject project be changed from Highway Bridge Replacement (HBR) to Federal-Aid Secondary (FAS-C) for the subject project.

Jurisdiction	Section	Total Funds	Federal Funds	State Funds	Local Funds
Malheur Co.	Malheur R. (Red) Br.	$359,000	$316,460	$ 21,270	$ 21,270

This request was approved by H .S. Coulter March 13, 1985. The project is tentatively scheduled for a September 19, 1985 letting.

MKS:bkb
Attachment
cc: W.H. Wakerlig - Please add to PCS.
D.L. Trout - Please program with FHWA.
R.C. Pool
J.B. Boyd
Don Aman
Cam Gilmour
George Strawn
Cost & Records Spec. (Location)
L.E. George, w/attach.
W.J. Hart, w/attach.
R. Trygstad, w/attach.
R. Kuehn, w/attach.
Ron Noble, w/attach.
R.D. Hector, Region 5
Roger Lang, Region 5

4

STATE OF OREGON **INTEROFFICE MEMO**

TO: Gary A. Potter, Manager
Program Section

DATE: March 8, 1985

SUBJECT: Funding Change Request
Malheur River (Red) Bridge Section
FAS B484
Malheur County

Enclosed is a copy of a letter from the Malheur County Court requesting a funding change from HBR to FAS-C. The letter shows a motion was made, but does not indicate the motion passed which the minutes accurately reflect.

Malheur County currently has $265,214 in uncommitted FAS-C funds which will require advancing of $51,058 to meet the current estimate of $359,400. You will note this is only a portion of their annual allocation which, hopefully, will be coming in July of this year. If early distribution of funds occurs then no advancement is needed. Target date is 19 September 1985. The Court had planned to accomplish other projects with the FAS funds. However, in view of severe budget problems, they are forced to make this request which will result in a savings of about $50,316.

The court regrets the late request for funding change but, even with laying off five Road Department employees and reorganizing the Road Department, they are coming up short in the budget. However, with the requested funding change they will be able to proceed with their bridge program.

It is recommended the funding change be approved, the necessary steps be made to accomplish the necessary advance (if needed) and prepare a Supplemental Agreement for the Courts signature.

Roger C Lang
Roger C. Lang
Region 5 Federal Aid Specialist

RECEIVED
STATE HWY ENGR
MAR 11 '85
REFER TO
FOR
Info Inves R/D D/R Sign Act File

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
3/13/85

RCL/jef

cc: Judge Seuell

bc: H. S. Coulter
W. E. Schwartz
Barry Hatcher

NOTED
W. E. SCHWARTZ

cy's
Potter
Hector
Schwartz
files

Judge Seuell has resigned his office effective April 1, 1985 because of esculating health problems. There is absolutely no way I am going back for another letter from him showing the motion passed when it is in the Court minutes.

RCL

STATE OF OREGON INTEROFFICE MEMO

TO: W. J. Hart
Bridge Engineer

DATE: March 4, 1985

Trout

Local Programs

Attn: Terry J. Shike
Principal Structural Design Engineer

SUBJECT: Preliminary Plan Approval
Malheur River (Red) Bridge Section
Riverside-Juntura Road, FAS B484
HBR ON System Project
Malheur County

Enclosed is a copy of preliminary plans for the above subject structure which have been approved by the Malheur County Court.

You will note Alternate "B" has been crossed out in red. The Court feels an error has been made in estimating the cost of constructing a poured-in place PCC deck in this remote area. The miles involved from any supplier is great, with many miles of marginal gravel road involved, which will rapidly esculate the cost.

However, if close analysis should indicate that a more favorable bid would be received by offering alternates to prospective bidders they would have no objection.

If no benefit can be anticipated, the Court can see no reason to expend monies to develope two sets of plans and specifications.

Also, the Court notes an asphaltic concrete wearing surface is shown on Alternate "A". It is felt this is not really needed, if the members are cast correctly, because the road is gravel and of relatively low ADT.

They point out the Willow Creek Bridges, Contract No. 9398, are precast, on a gravel road, are not paved and are working quite well.

I tend to agree with the Court in regard to the comments given to me. If we can't justify alternate "B" then we should not go to the expense of developing plans and specifications. Also, we have constructed many precast structures on gravel roads without the A.C. surfacing with no adverse effect.

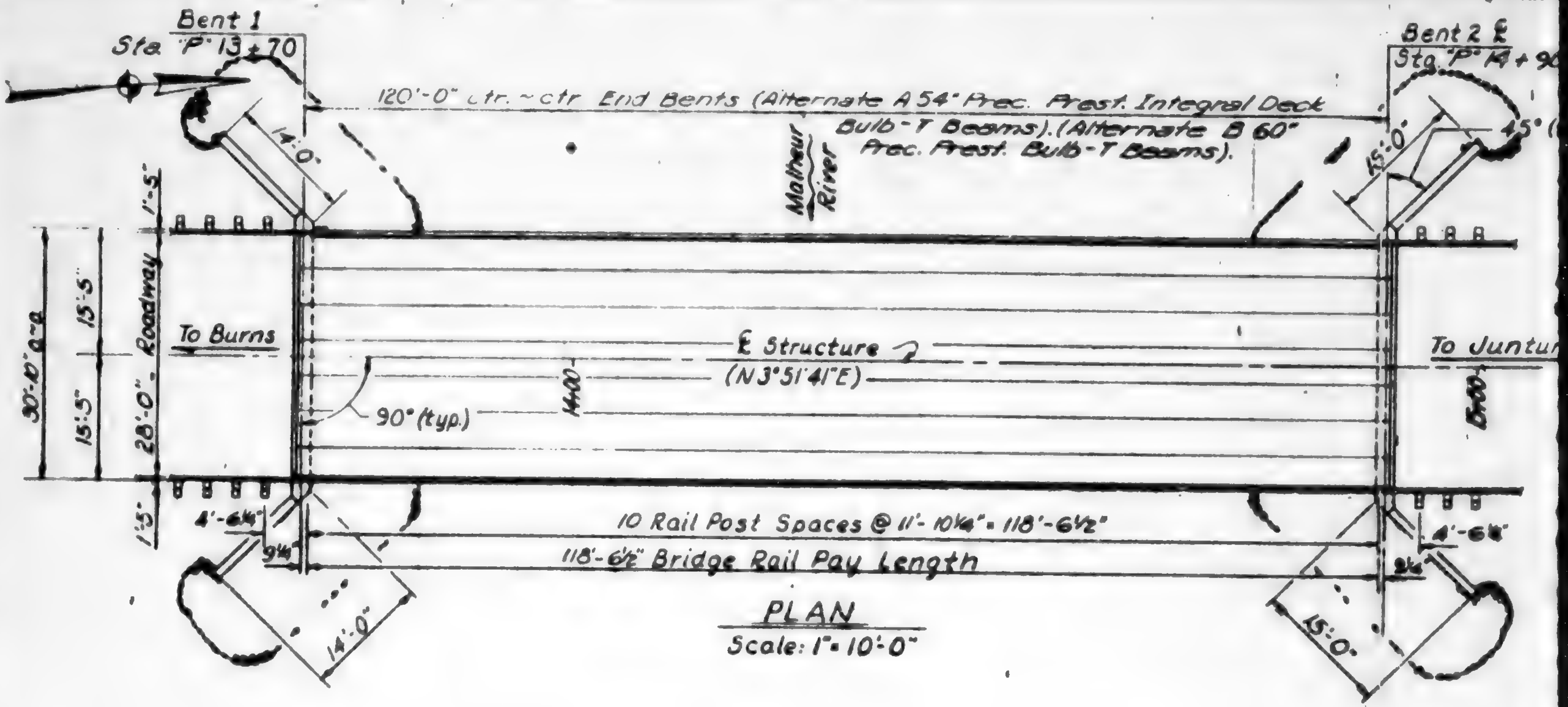
Please make your analysis for the appropriateness of including alternate "B" and proceed with development of final plans.

Roger C Lang
Roger C. Lang
Region 5 Federal Aid Specialist

RCL/jef

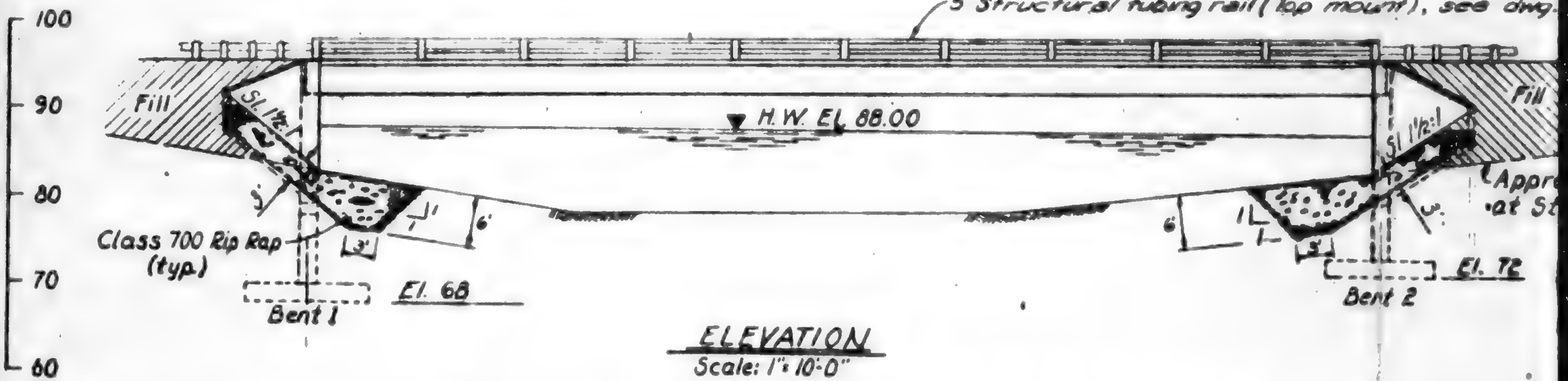
cc: Judge Seuell, Gary Potter, w/attach., Barry Hatcher, w/attach.

Potter



Bent 1
Sta. "P" 13+70
Bent 2 ℄
Sta. "P" 14+90
120'-0" ctr.~ctr. End Bents (Alternate A 54" Prec. Prest. Integral Deck Bulb-T Beams). (Alternate B 60" Prec. Prest. Bulb-T Beams).
Malheur River
14'-0"
15'-0"
45°
1'-5"
30'-10" o-o
15'-5"
15'-5"
28'-0" Roadway
To Burns
To Juntura
℄ Structure
(N 3°51'41"E)
90° (typ.)
14:00
15:00
4'-6¼"
9¼"
10 Rail Post Spaces @ 11'-10¼" = 118'-6½"
118'-6½" Bridge Rail Pay Length

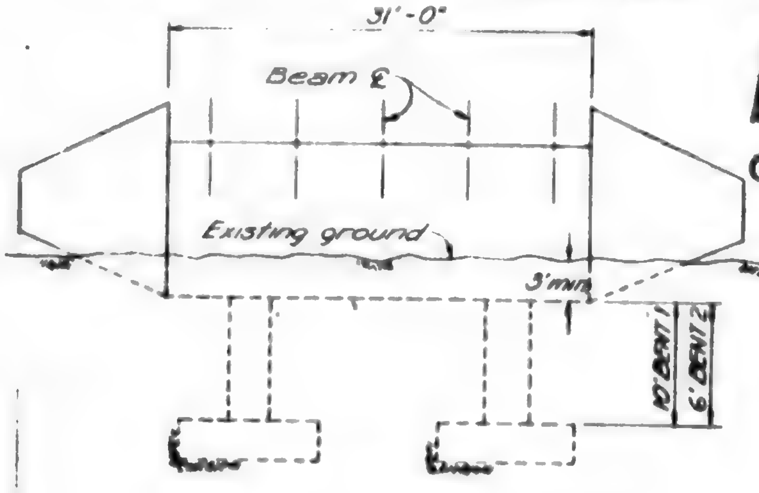
PLAN
Scale: 1" = 10'-0"



100
90
80
70
60
5" Structural tubing rail (Top mount), see dwg.
Fill
Sl. 1½:1
H.W. El. 88.00
Class 700 Rip Rap (typ.)
3'
1
1
6'
El. 68
Bent 1
El. 72
Bent 2
Approx. at Sta.

ELEVATION
Scale: 1" = 10'-0"

NOTE:
Assumed Datum.



31'-0"
Beam ℄
Existing ground
3' min.
10' Bent 1
6' Bent 2

TYPICAL BENT SECTION
Scale: 1/8" = 1'-0"

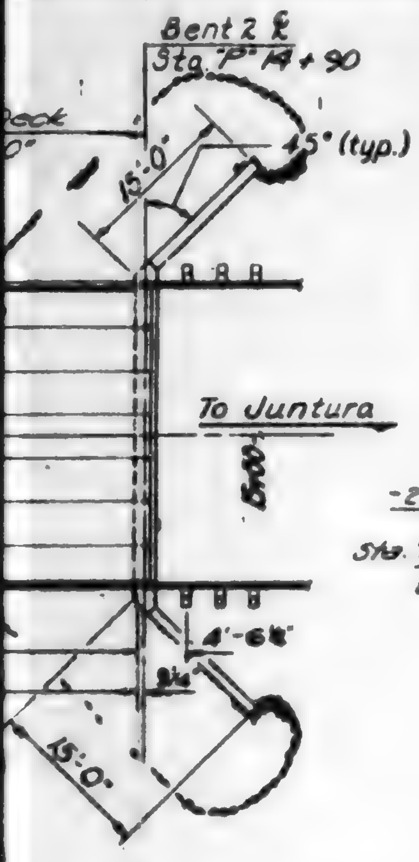
APPROVED BY
COUNTY OF Malheur

E. M. Sewell
JUDGE OR CHAIRMAN

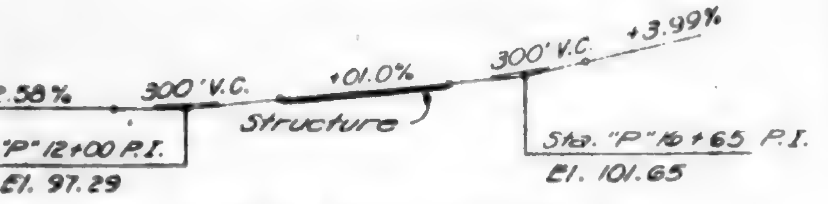
W.C. Hammack
COMMISSIONER

Von B Cox
COMMISSIONER

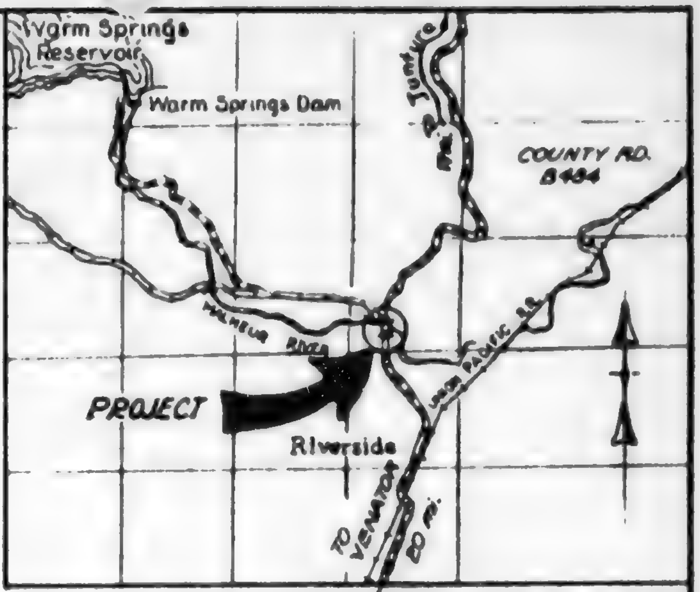
DATE 2-27-85


Bent 2 ℄
Sta. "P" 14+90
Deck
45° (typ.)
15'-0"
To Juntura
5'-0"
4'-6½"
15'-0"

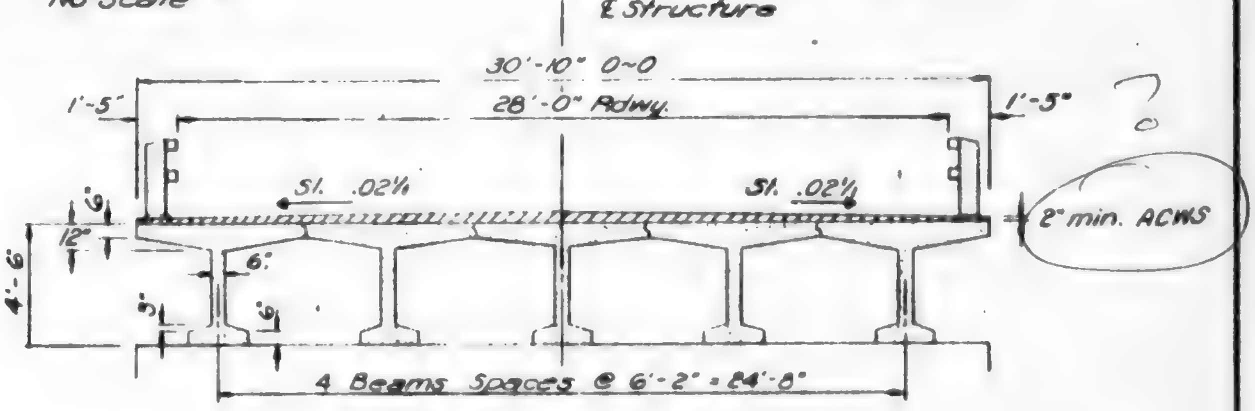
HYDRAULIC DATA		Design Flood	Base Flood
Discharge	-C.F.S.	8025	13325
Frequency	-Yrs.	25	100
H.W. Elevation Natural Channel	-Ft.	88	91


-2.58%
300' V.C.
+01.0%
300' V.C.
+3.99%
Structure
Sta. "P" 12+00 P.I.
El. 97.29
Sta. "P" 16+65 P.I.
El. 101.65

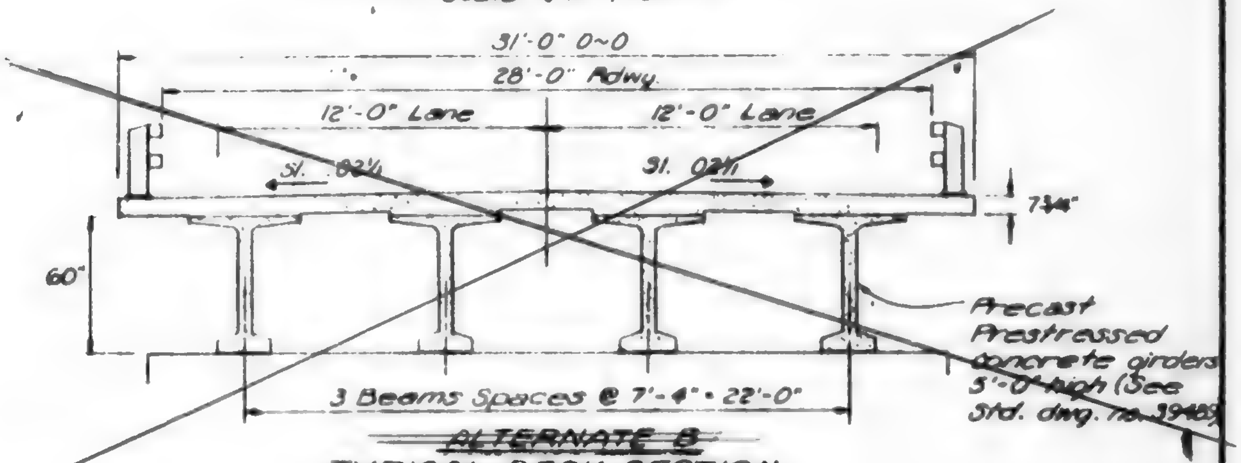
GRADE LINE DIAGRAM
No Scale


Warm Springs Reservoir
Warm Springs Dam
To Juntura
COUNTY RD. B484
Malheur River
Union Pacific R.R.
PROJECT
Riverside
To Venator
20 mi.

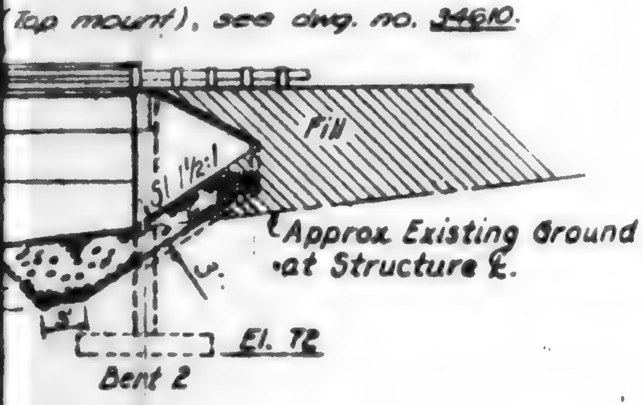
VICINITY MAP
No Scale


℄ Structure
30'-10" O~O
28'-0" Rdwy.
1'-5"
1'-5"
Sl. .02'/1
Sl. .02'/1
2" min. ACWS
6"
12"
4'-6"
6"
3"
6"
4 Beams Spaces @ 6'-2" = 24'-8"

ALTERNATE A
TYPICAL DECK SECTION
Scale: 1/4" = 1'-0"


31'-0" O~O
28'-0" Rdwy.
12'-0" Lane
12'-0" Lane
Sl. .02'/1
Sl. .02'/1
7¾"
60"
Precast Prestressed concrete girders 5'-0" high (See Std. dwg. no. 39483)
3 Beams Spaces @ 7'-4" = 22'-0"

~~ALTERNATE B~~
~~TYPICAL DECK SECTION~~
Scale: 1/4" = 1'-0"


(Top mount), see dwg. no. 34610.
Fill
Sl. 1½:1
Approx. Existing Ground at Structure ℄
3'
3'
El. 72
Bent 2

BY
Seull
HAIRMAN
nmack
IONER
Cof
IONER

NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG
FOR EXAMPLE:
INDICATED SCALE ⅛"=1'-0"
SHOULD BE READ 1/16"=1'-0"
INDICATED SCALE 1"=10'-0"
SHOULD BE READ 1"=20'-0"

DATE	REVISION	BY

APPROVED:
BRIDGE ENGINEER
ASSISTANT STATE HIGHWAY ENGINEER

Mark Hirota
DESIGNED
T. Hernandez
DRAWN
CHECKED
REVIEWED
REVIEWED

OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE DESIGN SECTION

MALHEUR RIVER (RED) BRIDGE
MALHEUR RIVER (RED) BRIDGE SECTION
ROAD No. FAS B484 MALHEUR COUNTY

Preliminary Plan and Elevation

ACCOMPANIED BY DWGS.

DATE Nov. 1984 CALC. BOOK 2032 SHEET 1 OF 1
BRIDGE NO. 9227A DRAWING NO. 40254

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No.

Region 5 Office

R. D. Hector
Region Engineer

P. O. Box 850 - La Grande, Oregon 97850 - Phone 963-3177

February 12, 1985

PROGRAM SECTION
MANAGER RESOURCE UNIT ___
FA UNIT PROGRAM UNIT ___
FEB 15 1985
REFER TO Local Programs
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

Honorable E. M. Seuell
Malheur County Judge
251 B Street West
Vale, Oregon 97918

Dear Judge Seuell:

Re: Malheur River (Red) Bridge Section
Riverside-Juntura Rd., FAS B484
HBR ON-System Project

Enclosed are three (3) copies of Drawing Number's 40254 and 40045 which are the preliminary plan/elevation and vicinity map for the Malheur River (Red) Bridge project.

You will note drawing number 40254 shows Alternates "A" which is a precast integral deck "T" design with a two inch asphaltic concrete wearing surface and Alternate "B" which is a precast bulb "T" with poured in place concrete deck. The estimated cost of the alternates are very close and we propose to offer both designs in our final plans to prospective bidders.

The present estimate of costs for the project are as follows:

Roadwork	$ 97,800.00
Structure	202,000.00
Engineering & Contingencies (20%)	59,600.00
	$359,400.00

Estimated County share @20% = $71,880.000. Our present schedule calls for bid opening in September 1985.

In reviewing the project files I find estimated cost has risen some $43,200, about 13.7%, over my reconnaissance estimate of July 1983. It appears most of the error is in the roadwork area as the estimated structure cost has risen only $4,000.00, about 2.0%. Apparently I overlooked something in the roadwork.

Please review the plans carefully and if found to be acceptable, present them to the Court for signature. After the plans have been signed, return two copies to me for further processing.

Do not hesitate to call me if you have any questions.

Sincerely,

Roger C Lang

Roger C. Lang
Region 5 Federal Aid Specialist

RCL/jef

cc: W. J. Hart
Gary Potter
Barry Hatcher

STATE OF OREGON **INTEROFFICE MEMO**

DES 23
9227A

TO: R. D. Hector
Region 5 Engineer
Attention R. C. Lang
Region Fed. Aid Engr.

DATE: February 5, 1985

FROM: Terry J. Shike
Terry J. Shike
Principal Structural Design Engineer

SUBJECT: Malheur River (Red) Bridge 9227A
Malheur River (Red) Bridge Section
County Road (Riverside-Juntura)
Malheur County

Attached are four reduced prints of Drawings 40254 and 40045 which are the preliminary plan and elevation and vicinity map for this structure.

Note that concrete bridge approach panels have not been included in this project.

Our present estimate of costs for the proposed contract is:

Roadwork	$ 97,800
Structures	202,000
Engineering & Contingencies	59,600
TOTAL	$359,400

Please use these prints to obtain the approval of Malheur County. Return one set of prints to this office as soon as possible stamped with the appropriate approval.

We plan to call for bids on this project in the third quarter of 1985.

MEH:smd

Attachments

cc H. A. Schell /w/ 1 set
Road Design /w/ 1 set
~~Program~~ Section /w/ 1 set
Environment (M.Banks) /w/ 1 set

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
FEB 07 1985
REFER TO Local Programs
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

81-125-1387

rll

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINIST ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-B484(1)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Malheur

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40031

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1/25/85

8. FEDERAL ROUTE NUMBER Secondary B484

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Malheur River (Red) Bridge #45C403587C01692

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change See Below

13. REMARKS

As requested in Mr. Potter's letter of 1/18/85 I approve the revised Preliminary Engineering costs to a TEC of $36,700; Federal Funds $29,360.

(Increase TEC $7,200; Federal Funds $5,760)

RECEIVED
STATE HWY ENGR
JAN 29 '85
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to
1/30

14. DATE 1/28/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Malheur Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 01961

SECTION: Malheur River (Red) Bridge FAS B 434

REGION: 5

SURVEY AUTHORITY

AUTHORIZATION NO.: 2

PREFIX: 523-1904

DATE: 9-12-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 10,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 100
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		100	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		3,500	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		2,600
906 BRIDGE DESIGN			921 SPECIFICATIONS		1,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		2,000	923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		100	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		7,000	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		200	927 FREE BRIDGE DESIGN		7,000	929 Free Br. Specs		1,500
914 REGION UTILITY LIAISON		200	932 RAILROAD & UTILITIES			939 Hist. Inv		1,000

TOTALS	$	$ 36,700
PREVIOUS AUTHORIZATION		$ 29,500
ADD. AUTH. REQUIRED		$ 7,200

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: BRS B484(1)

LOCATION ENGINEER'S REMARKS

Location survey costs overran original authorization due to the severe winter making access to the project nearly impassable and unusually high water hampering all in-water work. Also, additional costs were incurred when Malheur County requested that we do the property tie survey in lieu of the County Surveyor. Additional authorization was approved by Malheur County Court September 12, 1984.

PROGRAM SECTION

MANAGER ...... RESOURCE UNIT ......
FA UNIT ...... PROGRAM UNIT ......
[illegible] 0 6 1985
REFER TO.........
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

"Bring Up"

PREPARED BY B.N. Hatcher B.N. Hatcher	DATE 9-13-84	APPROVED. ASST. HIGHWAY ENGINEER FOR OPERATIONS X [illegible]	DATE [illegible]
RECOMMENDED. REGION ENGINEER X [illegible]	DATE [illegible]	APPROVED. ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X [illegible]	DATE [illegible]
RECOMMENDED. LOCATION ENGINEER X [illegible]	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 10/24/83 & 1/25/85	

734-1914 (7-82)

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 8, 1985

FEDERAL AID PROJECT NO. RS-B484(2)

MALHEUR RIVER (RED) BRIDGE SECTION
COUNTY ROAD
MALHEUR COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE X081
MALHEUR RIVER BRIDGE (No. 9228A)(Sta. 13+70 to Sta. 14+90)

Mobilization	Lump Sum	All	Lump Sum	$ 25,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	3,400.00
Temporary Signs	Sq. Ft.	175	8.00	1,400.00
Temporary Barricades	Each	6	75.00	450.00
Flaggers	Hour	200	1.00	200.00
Bridge Removal Work	Lump Sum	All	Lump Sum	4,000.00
Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	14,500.00
Structure Excavation	Cu. Yd.	503	5.00	2,515.00
Special Wall Backfill	Cu. Yd.	355	15.00	5,325.00
Structural Concrete, Class 3300 (195 C.Y.)	Lump Sum	All	Lump Sum	65,000.00
Reinforcement (22,950 lbs.)	Lump Sum	All	Lump Sum	11,000.00
120'/125' Bulb Tee Prestressed Beams	Each	5	25,000.00	75,000.00
Steel Draphrams (1,650 lbs.)	Lump Sum	All	Lump Sum	4,000.00
Two-Tube Steel Railing	Lin. Ft.	237	40.00	9,480.00
Guard Rail, Type 3	Lin. Ft.	100	23.00	2,300.00
Loose Riprap, Class 700	Cu. Yd.	270	11.00	2,970.00
Filter Blanket	Cu. Yd.	33	12.00	396.00
				$ 226,936.00

ANTICIPATED ITEMS

EEO/Labor Compliance Monitoring (0.5%)	All Required	$ 1,124.68
	SUBTOTAL	$ 228,070.68
	Engineering	30,789.32
	TOTAL	$ 258,860.00

TYPE CODE I000
ROADWAY (Sta. 10+00 to Sta. 13+70 and Sta. 14+90 thru Eq. 17+93.05 BK = 18+08.50 Ah. to Sta. 19+00)

Clearing and Grubbing	Lump Sum	All	Lump Sum	$ 8,000.00
Toe Trench Excavation	Cu. Yd.	153	12.00	1,836.00
Embankment in Place	Cu. Yd.	5,352	3.50	18,732.00
Trench Excavation	Cu. Yd.	27	20.00	540.00
Grid-Rolled Aggregate Subbase	Cu. Yd.	1,300	6.00	7,800.00
Grid Roller	Hour	30	10.00	300.00
1"-0 Aggregate Base	Cu. Yd.	750	20.00	15,000.00

12-inch Culvert Pipe	Lin. Ft.	100	15.00	1,500.00
Guard Rail, Type 2A	Lin. Ft.	200	16.00	3,200.00
Guard Rail Anchors, Type 1	Each	3	350.00	1,050.00
Guard Rail Anchors, Type 1 Modified	Each	1	350.00	350.00
Rail End Pieces, Type B	Each	1	50.00	50.00
Rail End Pieces, Type C	Each	3	85.00	255.00
				$ 58,613.00

ANTICIPATED ITEMS

EEO/Labor Compliance Monitoring (0.5%)	All Required	$ 293.07
Roadside Seeding and Mulching	All Required	500.00
		$ 793.07
	SUBTOTAL	$ 59,406.07
	Engineering	8,019.93
	TOTAL	$ 67,426.00

Length of Structure --------------------	0.023 miles
Length of Roadway ---------------------	0.145 miles
Length of Project	0.168 miles

Cost of Roadway per Mile -------------- $465,006.89

SUMMARY OF FUNDS (88.15%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	COUNTY FUNDS
Structure	$258,860.00	$228,185.00	$15,337.00	$15,338.00
Roadway	67,426.00	59,436.00	3,995.00	3,995.00
TOTAL	$326,286.00	$287,621.00	$19,332.00	$19,333.00

Group 010: 0%; Group 011: 100%
Contract No. 10,174
Prefix: C5231904 (PE)
Prefix: C10174 (Const.)

Appn Code: 075

CPL:pf

10,174

9-18-84

MALHEUR RIVER (RED) BRIDGE
Riverside-Juntura Road
Malheur County

Narrative Report of Survey

The purpose of this project is to remove a functionally obsolescent steel through truss and construct a new prestressed reinforced concrete bridge. The site is approximately seventeen miles southeast of Juntura, Malheur County, where the Juntura to Riverside Road, No. B-494, crosses the Malheur River, just below the confluence with the South Fork of the Malheur River.

The Malheur River is a natural stream that is mostly confined to a narrow canyon in this area. The Malheur River rate of flow is controlled by Warmsprings Dam, an irrigation project under the Jurisdiction of the Warmspring Irrigation District of Vale, OR. The flow data is included.

The South Fork of the Malheur River is a natural stream that is also confined to a narrow canyon in this area. The stream is not controlled above the bridge, and drains a large area to include portions of Harney County. Neither the Bureau of Reclamation or U.S.G.S. have any further information on stream flow in this stream.

The high water elevation at the bridge is $88^{\underline{0}}$ assumed elevation. This was reached in May 1984. No major erosion is evident at the structure.

No detour will be necessary as the County has requested to move the bridge approximately forty-five feet downstream, and the existing bridge may be used during construction.

The roadwork for the project will be performed by contract. Most embankment will need to be imported to the site. The only channel work necessary will be the placement of riprap.

Foundation reports are included for the project.

Malheur County is negotiating with the property owner for R/W necessary for the change in alignment. The County hopes that the owner will donate the R/W.

There will be no designated sources for the project, but a BLM owned pit is near the structure and will be available for embankment and base material. A BLM permit will be necessary. The County Road Master also advised us that riprap material was available in the area through the BLM. Concrete and crushed material will have to be imported from a commercial source.

There are no apparent drift or scour problems at the structure site.

No utilities or irrigation facilities are in conflict with the structure.

The County and Road District have been consulted and are not interested in salvaging the structure.

We recommend that construction on this project not begin before June 1 because of high water and road conditions.

Information for this project was obtained from John Tindall, Br. Design; Mark Wills, Cost Analysis; Dave Bryson, Hydraulics; Judge Ernie Seull, Malheur County Judge; Thomas Joyce, County Road District; and Jack H. Hansom, Bureau of Reclamation.

B.N. Hatcher

B.N. Hatcher
Project Manager
9-18-84.

SUMMARY--BID SCHEDULE--COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION Malheur River (Red) Bridge		COUNTY Malheur	SHEET 1 OF 1
KIND OF WORK Grading, Surfacing & Structure	KEY NUMBER	LENGTH	DATE

NAME

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
1	Mobilization		Lump Sum	All		27,350.00
2	Temp. Prot. & Dir. of Traffic		Lump Sum	All		7,960.00
3	Temp. Signs		Sq. Ft.	74	6.00	444.00
4	Temp. Barricades		Each	2	80.00	160.00
5	Temp. Rail Barrier, Reflectorized		Lin Ft.	80	10.00	800.00
6	Flagging		Hour	50	17.00	850.00
7	Clearing and Grubbing		Lump Sum	All	2,000.00	2,000.00
8	Embankment in Place		Cu. Yd.	3,400	5.50	18,700.00
9	Scour Protection Excavation		Cu. Yd.	35	10.00	350.00
10	Finishing Roadbed and Slopes		Lump Sum	All	795.00	795.00
11	Obliteration of Roadway		Lump Sum	All	2,916.00	2,916.00
12	Pit-Run Aggregate Base		Cu. Yd.	1,300	13.30	17,290.00
13	3/4-0 Aggregate Base		Cu. Yd.	250	11.97	2,992.50
14	Guard Rail, Type 2A		Lin Ft.	275	15.00	4,125.00
15	Guard Rail, Type 3		Lin Ft.	100	30.00	3,000.00
16	Guard Rail Anchors, Type 1		Each	4	325.00	1,300.00
17	Rail End Pieces, Type C		Each	4	85.00	340.00
18	Loose Riprap, Class 100 Structure		Cu. Yd.	75	18.00	1,350.00
19	Bridge Removal Work		Lump Sum	All	10,000.00	10,000.00
20	165' x 24' Structure		Sq. Ft.	3,960	50.00	198,000.00
	Subtotal					300,722.50
	Engineering and Contingencies + 40%					120,289.00
	Total					421,011.50

'34 '736 (REV. 2-84)

LOCATION DESIGN

ASSIGNMENT SHEET and PROJECT DIARY

Section Malheur River (Red) Bridge Highway County Road County Malheur

Assigned By Al Hansen Designer Date 10-10-84

Directions

Narrative By Designer This bridge replacement project was located by Barry Hatcher. The data seems to be reasonably complete with the Narrative Report describing the work to be done.

The width of the proposed structure should be increased to a minimum of 28 feet to match the roadbed typical section. Depending on the traffic count of this county road and I suspect it may be quite high, the width of the bridge may have to be increased to 32 feet.

The proposed profile grade is not shown on the Bridge Vicinity Map but grade sheets are included with the data. Grades may change after the Hydraulics Group makes their study.

The field estimate is $96,000 over the programed amount and uses 40% for E.&C. The structure cost may change considerably depending on the length and width required in the proposed location

AH

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#	
SECTION	MALHEUR RIVER (RED) BRIDGE
REGION	5

FAS B434

SURVEY AUTHORITY

AUTHORIZATION NO.	PREFIX	DATE
1	523-1904	

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 7,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 100
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		2,500	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		1,500
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		1,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		100	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		7,000	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		200	927 FREE BRIDGE DESIGN		7,000	929 FREE BR SPECS		1,500
914 REGION UTIL-ITY LIAISON		200	932 RAILROAD & UTILITIES			939 HIST INV		1,000

TOTALS	$	$ 29,500
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
BRS-B484(1)

LOCATION ENGINEER'S REMARKS

This project 100% local match. Free Bridge Design/Specifications requested.

1 Versteeg ✓
Anderson
2 Adams
Macnab
3 Stoudenmeyer
Terpin
4 Trout
Wakerlig
5 Molly

RECEIVED
NOV 04 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up __/__/__
Action

Approved by Hwy Engr. 2-5-83 (84)

PREPARED BY (Field) Roger C. Lang	DATE 8/1/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X Wendell C. Edwards	DATE 10/3/83
RECOMMENDED, REGION ENGINEER X	DATE 8-2-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X J H Versteeg for	DATE 9-28-87
RECOMMENDED, LOCATION ENGINEER X	DATE 9/21/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 10-24-83	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION MALHEUR RIVER (RED) BRIDGE			REGION 5
STATE HIGHWAY #	HIGHWAY NAME COUNTY ROAD	MILE POST FROM TO	LENGTH 0.2 mi ±
☐ URBAN ☒ RURAL	CITY	COUNTY MALHEUR	ROAD STREET NAME RIVERSIDE-JUNTURA ROAD
ROUTE # 587	FEDERAL AID # FAS B-484	APPLICANT (IF OTHER THAN STATE) MALHEUR COUNTY	

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY		
PRELIMINARY ENGINEERING		$ 29.5 ~~10~~	GRADING	(✓)	X	FILES	(#)	1
RIGHT OF WAY		$	PAVING	(✓)		ACRES	(#)	0.2
ROADWAY	$ 15		STRUCTURES	(✓)	X	RELOCATIONS	(#)	0
STRUCTURES	$ 198		SIGNING	(✓)		WORK BY STATE/CONSULTANT/APPLICANT		
SIGNALS	$		SIGNALS	(✓)		PRELIMINARY ENGINEERING	(S,C,A)	S
ILLUMINATION	$		ILLUMINATION	(✓)		CONSTRUCTION ENGINEERING	(S,C,A)	S
TEMPORARY PROTECTION	$ 3.2					RIGHT OF WAY DESCRIPTIONS	(S,C,A)	A
Remove Extg. Structure	$ 16		ENVIRONMENTAL CLASS	(1,2,3)	2	RIGHT OF WAY ACQUISITIONS	(S,C,A)	A
40% ENGINEERING & CONTINGENCIES	$ 92.8 ~~86~~		DESIGN CATEGORY	(1-7)	7	CONSTRUCTION BY		
TOTAL CONSTRUCTION		$ 325 ~~301~~	WORK TYPE	(1-12)	5	☒ CONTRACT ☒ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE		☐ OTHER
TOTAL ESTIMATE		$ 354.5 ~~319~~						

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 3/84	RECOMMENDED FUNDING SOURCE HBR ON SYSTEM	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)		
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	50	
YEAR OF AVERAGE DAILY TRAFFIC	1982	

DEFINE THE PROBLEM

Existing structure has exceeded design life, temporary repairs are only marginally maintaining traffic. Structure is one lane wide and will not carry legal loads.

PROPOSED SOLUTION

Construct prestressed reinforced concrete structure on new alignment. Use existing structure until new structure is complete.

REQUESTED REGION ENGINEER X	DATE 8-1-83			
APPROVED, ASST HWY ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

SECTION MALHEUR RIVER (RED) BRIDGE	KEY ID # REGION 5

PROJECT JUSTIFICATION

The Malheur County Court has identified this structure as their number one ON SYSTEM priority for replacement. The March 23, 1983 National Listing of deficient structures shows a sufficiency rating of 23.8. By delegated authority, the State Highway Engineer included this structure in the 1984 HBR ON SYSTEM program.

As identified on the project request, the County is requesting construction of a new bridge slightly upstream of the existing bridge with a width of 24 feet. It is felt this width will adequately meet the needs on this low volume road. The County has no plans to oil this road in the forseeable future.

County anticipates acquisition of donation R/W for this project.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS
PART 3 — PROJECT VIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

SECTION MALHEUR RIVER (RED) BRIDGE	KEY ID # REGION 5

ESTIMATED RIGHT-OF-WAY IMPACTS

Minor right-of-way acquisition of less than one acre. This is to accommodate realignment of river crossing to allow use of existing structure during construction.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None: The proposal is a safety-related bridge replacement project, and is consistent with County Comprehensive plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

No impact on traffic volumes or flow patterns. Improvement of safety is the primary goal. The existing structure is old and deteriorated, and additional supports have been added in the past to made the structure usable.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

Little or no impact on the Malheur River is anticipated, as the project does not involve the construction of any instream bents.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

The existing bridge dates from 1926. A preliminary determination has been made that it is not eligible for the National Register.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The proposed project is a bridge replacement requiring only minor right-of-way acquisition (less than 1 acre). Little or no adverse impact is anticipated.

OTHER DOCUMENTATION

Cultural Resource Survey

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X John Preston	963-3177	August 31, 1983

734-1913 (7-82)

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: MALHEUR RIVER (RED) BRIDGE

REGION: 5

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	S
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	S	CORPS OF ENGINEERS	S	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	S	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	S	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	S	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#)	NEW (#)

SEE PROJECT REQUEST **RIGHT-OF-WAY**

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
2	0	0	0

RIGHT-OF-WAY LIAISON	S	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	0

UTILITIES: N (LIST BELOW)

COMPANIES

DESIGN SPEED: 35

DESIGN STANDARDS: AASHTO

TYPICAL SECTION

EXISTING

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
							10	×	10							
				2			10		10			2				

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Grading	X				
Base/Gravel	X				

STRUCTURE DATA

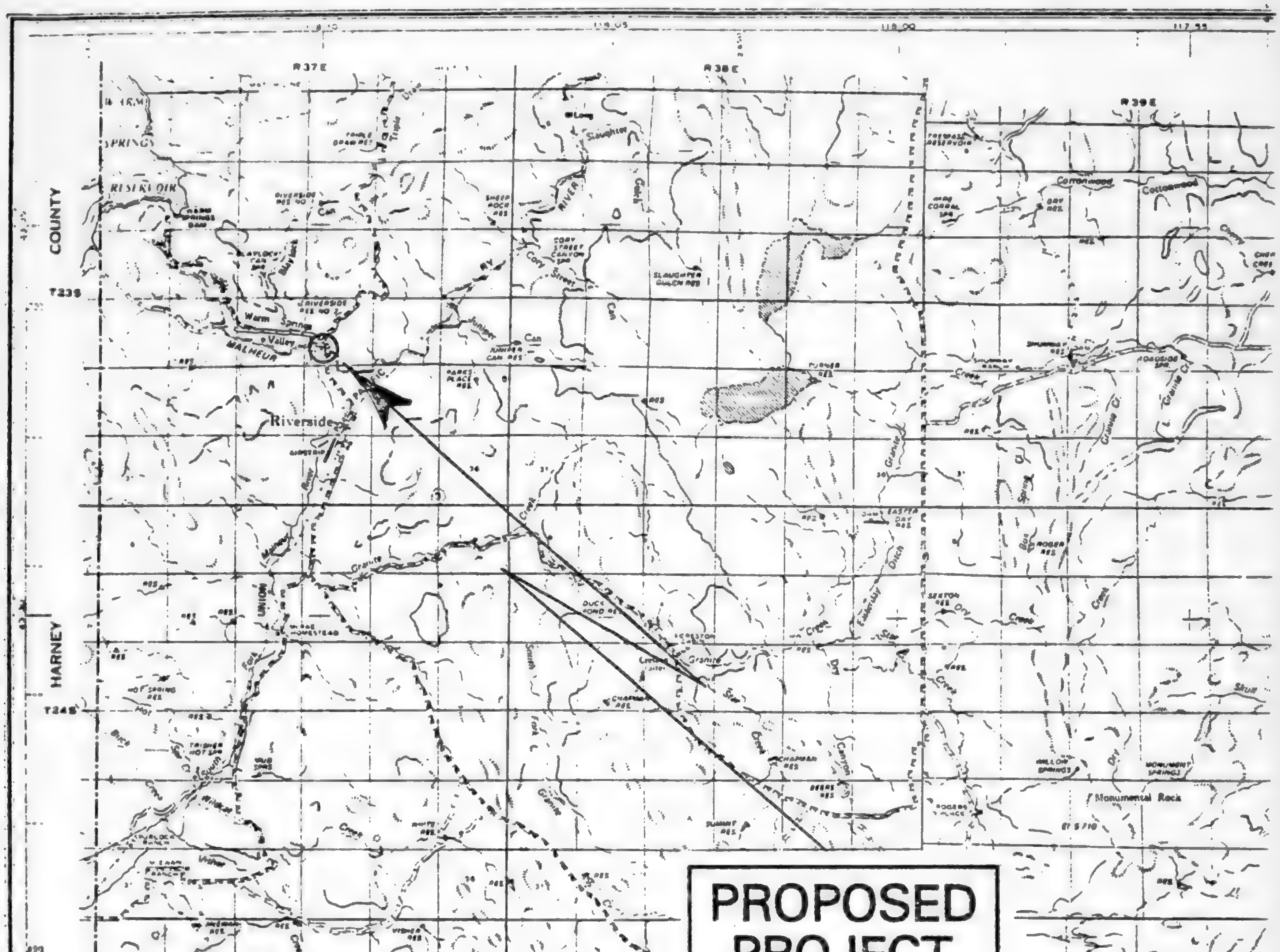
STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	165	24	$277,000	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date 2/22/83

734-1912 (7-82)



PROPOSED PROJECT

HARNEY
COUNTY
R37E
R38E
R39E
T23S
T24S
T25S
T26S
WARM SPRINGS RESERVOIR
Warm Springs
Valley
MALHEUR
Riverside
Cottonwood
Granite
Monumental Rock
Star Mountain
STOCKADE
Meadow

[illegible] 17.1

nig

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINIST TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-B484(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Malheur

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

10-24-83

4. PROGRAM NO.

5. ITEM NO. 40031

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10-24-83

8. FEDERAL ROUTE NUMBER Secondary B484

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

MALHEUR RIVER (RED) BRIDGE #45C403 SECTION

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
* ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

* including archeological salvage and utility preparatory work TEC $29,500; FF $23,600

13. REMARKS

As requested by Mr. Swan's PEA dated October 11, 1984. Project is subject to FHWA field review.

RECEIVED
STATE HWY ENGR
OCT 26 '83
REFER TO Potter
FOR
Info Inves R/D D/R Sign Act File

Cy
10/26

14. DATE 10-24-83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

[illegible]

October 13, 1983

PRO-ACC

Honorable Ernest Sewell
Malheur County Judge
251 B Street West
Vale, OR 97918

Dear Judge Sewell:

RE: Malheur River (Red) Bridge
45C403

The Federal Highway Administration has approved the P.E. for this project and the following advance deposit is needed from the County:

Total P.E.	$29,500
Less Free Bridge Design	8,500
	$21,000

County's Advance Deposit is 20% of $21,000 = $4,200.00

Rec'd
11-7-83

Please forward the $4,200.00 to us by using one of the options on the attached sheet.

Very truly yours,

for MJK
Gary A. Potter, Manager
Program Section

HK:pf
Attachment

bcc w/AD # 83-95: Roger Lang, Region 5
Vern Skoog - Please return completed AD #83-95
when advance deposit is received.

10,174

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
ADDENDUM TO LOCAL PROSPECTUS AND
REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. S	ROUTE NO. STATE
Co. Rd., Approx. 1 mi. N.W. of Riverside "Malheur River (Red) Bridge Sec."	118	40031	BRS-B484(1)	B484	Co. Rd.

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) Riverside Airstrip ROW 60' normal

Water Development None Recreation & Historical Areas None

County Malheur Code 045

A-95 Review:

State Cl. Ho. .... Exempt ___ Date Approved 10-4-83 PNRS OR 830909-007-2

Dist. 14 Cl. Ho. ..... Exempt ___ Date Approved ________ No Reply X

Project Environmental ~~Assessment~~ Action: FHWA Concurrence Dated 8-31-83

1-EIS ___ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ___

Notes: (1) Project in Congressional District 2.

(2) Structure No. 45C403.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
  X Incl. Archeological Salvage
  X " Util. Preparatory Work
  ___ " R.R. Preparatory Work

Est. Proj. Cost:

TEC NTE	$ 29,500
FF 80%	$ 23,600
STATE	$ 1,700
Co.	$ 4,200

For PR-37:

Field Phase	$
PS&E Phase	$

REMARKS:

1) Enclosed is a copy of Part 1, 2, 3 & 4 of the Project Prospectus, & project map.
2) Included in the approved bridge replacement inventory with a sufficiency rating of 23.8
3) State-County Const.-Finance Agreement No. 7930, dated 9-9-83.

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
10-11-83	D.E. SWAN, PE	PROJECT UNIT ENGINEER

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

KEY ID#

ION
MALHEUR RIVER (RED) BRIDGE

EGION
5

SURVEY AUTHORITY	AUTHORIZATION NO. 1	PREFIX	DATE

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 7,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 100
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		-
905 FINAL DESIGN		2,500	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		1,500
906 BRIDGE DESIGN			921 SPECIFICATIONS		1,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		100	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		7,000	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		200	927 FREE BRIDGE DESIGN		7,000	929 FREE BR SPECS		1,500 ✓
914 REGION UTILITY LIAISON		200	932 RAILROAD & UTILITIES			939 HIST INV		1,000
						TOTALS	$	$ 29,500

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

PREVIOUS AUTHORIZATION	$
ADD. AUTH. REQUIRED	$

LOCATION ENGINEER'S REMARKS

This project 100% local match. Free Bridge Design/Specifications requested.

PREPARED BY (Field)	DATE 8/1/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE 8-2-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

4

Con 19 1

RECEIVED
STATE HWY ENGR
OCT 7 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTED
H.S. COULTER

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-~~452-7813~~ 422-3600

PROGRAM SECTION
October 6, 1983
cc: FHWA (2)
State Highway Engineer
Location Unit
Right of Way Section
Road Design Section(3)
Environmental Section
Bridge Section
Aeronautics Division
Federal Aid Group
R. D. Hector, Region 5
C. D. Hiatt, District 14

CONCLUSIONS

APPLICANT: OREGON DEPARTMENT OF TRANSPORTATION

PROJECT TITLE: MALHEUR RIVER (RED) BRIDGE SECTION RIVERSIDE-JUNTURA RD FAS-B484 MALHEUR CO

DATE: OCTOBER 4, 1983

The State has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of state government:

- ☐ may exist.
- ☐ have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.
- ☐ have been satisfactorily resolved. No significant issues remain.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95.

Comments of appropriate local review agencies will be submitted to you separately and must also be included.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number: OR 830909-007-2

This number should be used on all correspondence and particularly on SF-424 as required by OMB A-95.

Dolores Streeter
A-95 Coordinator

PNRS #3
Revised 4/83

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon 97310
Phone: 378-3732

RECEIVED
SEP 15 1983
DIVISION OF STATE LANDS

SEP 21 1983

PNRS STATE REVIEW

Project #: OR 830909-007-2 Return Date: SEP 30 1983

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

☐ It has no adverse effect.

☐ We have no comment.

☐ Effects, although measurable, would be acceptable.

☐ It has Adverse effects. (Explain in Remarks Section)

☐ We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

☑ Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By

PNRS #2 Phone Number

CON 17-1
[illegible]
2

September 14, 1983

Malheur County Court
Drawer C
251 B Street West
Vale, OR 97918

AGR

Attention: Robert L. Morcom
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 77[illegible]

Gentlemen:

Attached for your records are fully executed copies of agreements covering the following projects:

Snake River (Falk Island Road) Bridge
Malheur River (Red) Bridge

We have retained fully executed copies of each agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

Attachments

bc: Don Harwell (agree. att.)
FKN:kjm

Con 19-1
Malheur
1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

Date: September 8, 1983 PRO

To: Executive Department
Federal-Aid Coordination Unit

Ida-Ore Regional Planning and
Development Assn., Inc.
P.O. Box 311
Weiser, Idaho 83672

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

✓ NOTED
H.S. COULTER

Subject: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 14
Section: Malheur River (RED) Bridge Section
Highway: Riverside-Juntura Rd. FAS-B484
County: Malheur

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-Aid funds on this project to be October 17, 1983.

JLG:bks
Attachments
bc: D.E. Wilken, FHWA
✓H.S. Coulter
R.N. Bothman
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg (3)
Cam Gilmour
W.J. Hart
Reg. 5 Engr.: R.D. Hector
Dis. 14 Engr.: C.D. Hiatt
Aeronautics Division
David Powers, Parks
J.L. Gaither

RECEIVED
STATE HWY ENGR
SEP 9 '83
REFER TO

FOR						
Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway
03	12] APPLICANT ADDRESS STREET [45 Transportation Building	46] CITY [60 Salem 76] ZIP [80 97310
04	12] CONTACT PERSON [45 Gary A. Potter	46] AREA CODE [48 503 49] PHONE [55 378 56] EXTENSION [59 6564
01	12] PROJECT TITLE [71 Malheur River (RED) Bridge Section	
11	12] PROJECT LOCATION—CITY Riverside-Juntura Rd. FAS-B484	PROJECT LOCATION—COUNTY Malheur PROJECT LOCATION [79 SEC: 22 T: 23 S R: 37 E

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 [71

06 12] Replace narrow deteriorated steel truss bridge with concrete structure [71

07 12] on new alignment. [71

08 12] [71

09 12] [71

10 12]

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	255,200		----	63,800		319,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71
Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45
U.S. Department of Transportation
46] FEDERAL SUB-AGENCY NAME [79
FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?
Yes ☒ 29 No ☐ 30 Date: 9-8-83

(D) REVIEW REQUIRED by A-95
Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT
Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED
Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE.	41] MONTH [42	43] DAY [44	45] YEAR [46
	Oct.	17	1983

Form PNRS-1 Page 1

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title)

V. Has funding agency been notified? No ☐ Yes ☒ Date: 9-8-83

VI. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 2 Project, Categorical Exclusion, according to the 1978 environmental quality guidelines.

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
MALHEUR RIVER (RED) BRIDGE

REGION
5

ESTIMATED RIGHT-OF-WAY IMPACTS

Minor right-of-way acquisition of less than one acre. This is to accommodate realignment of river crossing to allow use of existing structure during construction.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None: The proposal is a safety-related bridge replacement project, and is consistent with County Comprehensive plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

No impact on traffic volumes or flow patterns. Improvement of safety is the primary goal. The existing structure is old and deteriorated, and additional supports have been added in the past to made the structure usable.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

Little or no impact on the Malheur River is anticipated, as the project does not involve the construction of any instream bents.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

The existing bridge dates from 1926. A preliminary determination has been made that it is not eligible for the National Register.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

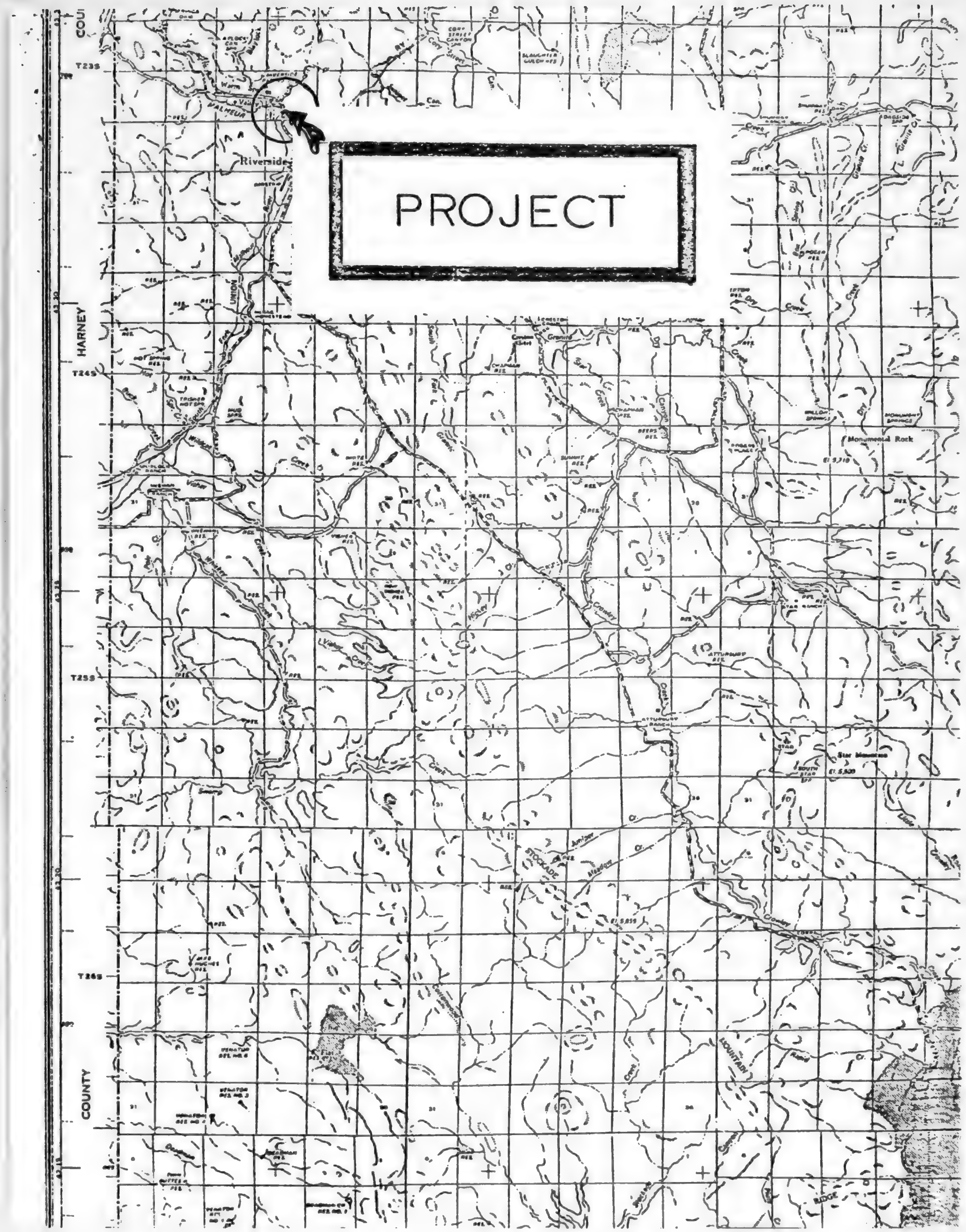
The proposed project is a bridge replacement requiring only minor right-of-way acquisition (less than 1 acre). Little or no adverse impact is anticipated.

OTHER DOCUMENTATION

Cultural Resource Survey

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X John Preston	963-3177	August 31, 1983

734-1913 (7-82)


PROJECT
Riverside
UNION
HARNEY
COUNTY
T23S
T24S
T25S
T26S
Monumental Rock
Star Mountain
STOCKADE
MOUNTAIN
RIDGE
Crowley
Juniper
Meadow Cr.

CON 19-1
Malheur
4

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

August 24, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, NE
Salem, OR 97301

RE: Project Classification
Malheur River (Red) Bridge
Riverside - Juntura Road
Malheur County
BRS-B484(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

ENVIRONMENTAL SECTION
August 31, 1983

CONCUR:
8/31/83
for Division Administrator Date
[illegible] OREGON DIVISION

CMG:lm

Attachments (4)

cc: J. B. Boyd (3)
J. H. Versteeg (4)
L. E. George (2)
G. A. Potter
Keats Oliver
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs Unit
Cost & Records Spec.
Surfacing Design
General Files
Bob Hector
John Preston
Vernal Moore
Dale Hiatt

Form 734-3122

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
MALHEUR RIVER (RED) BRIDGE

REGION
5

ESTIMATED RIGHT-OF-WAY IMPACTS

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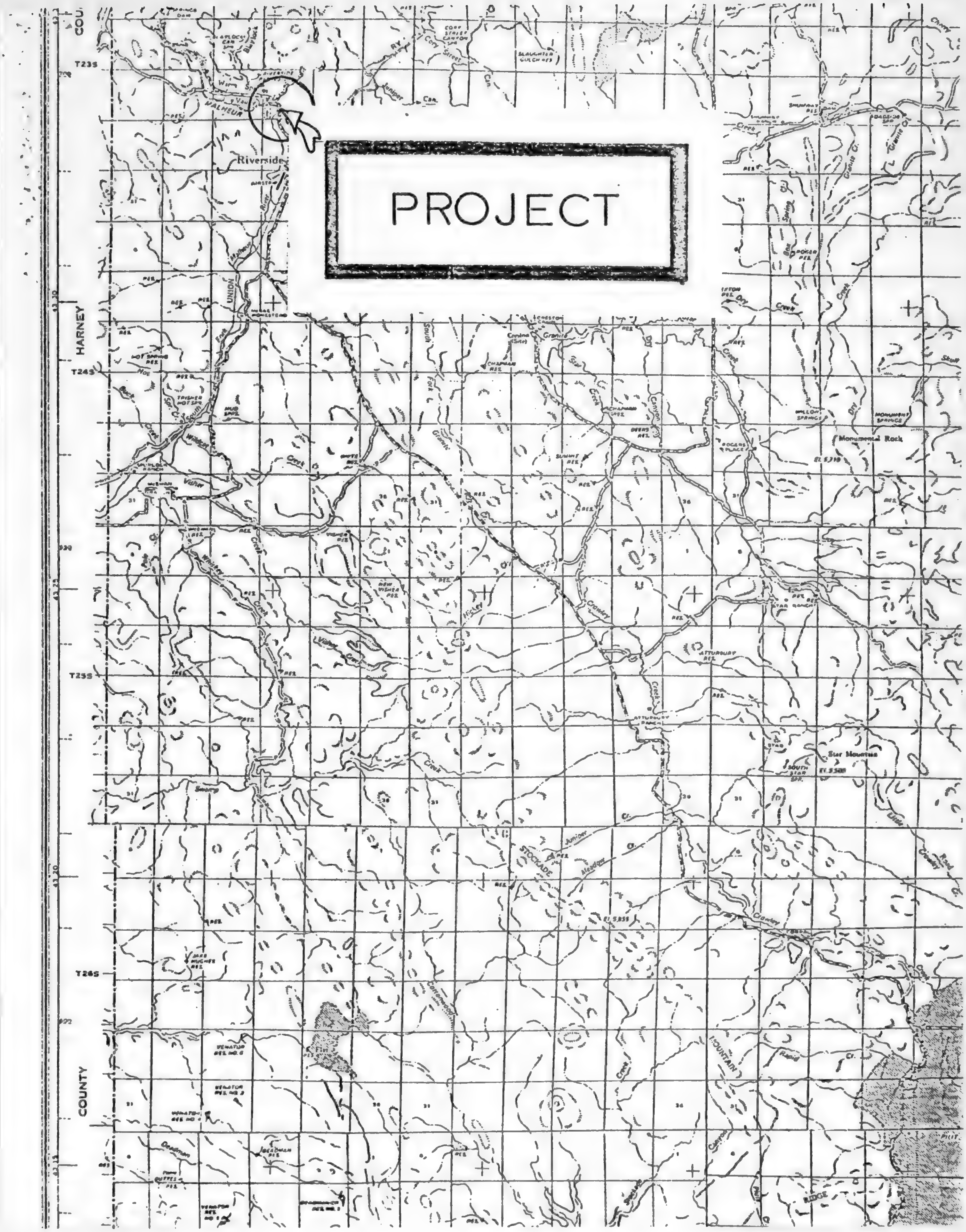
X John Preston	963-3177	August 31, 1983

734-1913 (7-82)


PROJECT
HARNEY
COUNTY
T23S
T24S
T25S
T26S
Riverside
MALHEUR
Warm Spr.
Juniper
Can.
Cord Street
RY.
SLAUGHTER GULCH RES.
UNION
Malheur
River
South Fork
Crane Creek
Granite
Star Creek
Canyon
Dry Creek
Granite Cr.
Spring Cr.
WILLOW SPRINGS
MONUMENT SPRINGS
Monumental Rock
EL 5,710
CHAPMAN RES.
SUMMIT RES.
ROGERS PLACE
TRISHER HOT SPG.
HOT SPRING RES.
Hoe
Buck
Whiskey Creek
Crowley
Hickey
ATTURBURY RES.
ATTURBURY RANCH
Creek
Star Mountain
SOUTH STAR SPR.
EL 5,500
STAR RANCH
Little Crowley Creek
Juniper Cr.
STOCKADE
Meadow Cr.
EL 5,855
Crowley
MOUNTAIN
Creek
Rapid Cr.
Cottonwood
Fir
VENATOR RES. NO. 6
VENATOR RES. NO. 3
VENATOR RES. NO. 4
JAKE HUGHES RES.
Deadman
Skull
RIDGE
RES.

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

SECTION MALHEUR RIVER (RED) BRIDGE			KEY ID #	REGION 5
STATE HIGHWAY #	HIGHWAY NAME COUNTY ROAD		MILE POST FROM TO	LENGTH 0.2 mi +
☐ URBAN ☒ RURAL	CITY	COUNTY MALHEUR	ROAD/STREET NAME RIVERSIDE-JUNTURA ROAD	
ROUTE # 587	FEDERAL AID # FAS B-484	APPLICANT (IF OTHER THAN STATE) MALHEUR COUNTY		

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY		
PRELIMINARY ENGINEERING		$ 18	GRADING	(✓)	X	FILES	(#)	1
RIGHT OF WAY		$	PAVING	(✓)		ACRES	(#)	0.2
ROADWAY	$ 15		STRUCTURES	(✓)	X	RELOCATIONS	(#)	0
STRUCTURES	$ 198		SIGNING	(✓)		WORK BY STATE/CONSULTANT/APPLICANT		
SIGNALS	$		SIGNALS	(✓)		PRELIMINARY ENGINEERING	(S,C,A)	S
ILLUMINATION	$		ILLUMINATION	(✓)		CONSTRUCTION ENGINEERING	(S,C,A)	S
TEMPORARY PROTECTION	$ 2					RIGHT OF WAY DESCRIPTIONS	(S,C,A)	A
	$		ENVIRONMENTAL CLASS	(1,2,3)	2	RIGHT OF WAY ACQUISITIONS	(S,C,A)	A
40% ENGINEERING & CONTINGENCIES	$ 86		DESIGN CATEGORY	(1-7)	7	CONSTRUCTION BY		
TOTAL CONSTRUCTION		$ 301	WORK TYPE	(1-12)	5	☒ CONTRACT ☒ STATE FORCE		☐ OTHER
TOTAL ESTIMATE		$ 319				☐ CITY FORCE ☐ COUNTY FORCE		

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 3/84	RECOMMENDED FUNDING SOURCE HBR ON SYSTEM	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM		EXISTING	PROPOSED
TRAVEL LANES	(#)	2	2
STRUCTURES	(#)	1	1
SIGNALS	(#)		
BIKE PATH	(Y/N)	N	N
AVERAGE DAILY TRAFFIC		50	
YEAR OF AVERAGE DAILY TRAFFIC		1982	

DEFINE THE PROBLEM

Existing structure has exceeded design life, temporary repairs are only marginally maintaining traffic. Structure is one lane wide and will not carry legal loads.

PROPOSED SOLUTION

Construct prestressed reinforced concrete structure on new alignment. Use existing structure until new structure is complete.

REQUESTED, REGION ENGINEER X	DATE 8-1-83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE 7-5-83	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #	
SECTION MALHEUR RIVER (RED) BRIDGE	REGION 5

PROJECT JUSTIFICATION

The Malheur County Court has identified this structure as their number one ON SYSTEM priority for replacement. The March 23, 1983 National Listing of deficient structures shows a sufficiency rating of 23.8. By delegated authority, the State Highway Engineer included this structure in the 1984 HBR ON SYSTEM program.

As identified on the project request, the County is requesting construction of a new bridge slightly upstream of the existing bridge with a width of 24 feet. It is felt this width will adequately meet the needs on this low volume road. The County has no plans to oil this road in the forseeable future.

County anticipates acquisition of donation R/W for this project.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 - ROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

REGION 5

SECTION MALHEUR RIVER (RED) BRIDGE

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	S
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	S	CORPS OF ENGINEERS		DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	S	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	S	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	S	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#)		NEW (#)	
						UTILITIES	N	(LIST BELOW)	

COMPANIES

SEE PROJECT REQUEST RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
2	0	0	0

RIGHT-OF-WAY LIAISON	S	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	0

DESIGN SPEED 35

DESIGN STANDARDS

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
							10	×	10							
				2			10		10			2				

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Grading	X				
Base/Gravel	X				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	165	24	$277,000	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

OREGON DEPARTMENT OF TRANSPORTATION

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION
MALHEUR RIVER (RED) BRIDGE

REGION
5

SURVEY AUTHORITY

AUTHORIZATION NO.

PREFIX

DATE

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 7,000	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS			938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	7,000		980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN			929 FREE BR SPECS		
914 REGION UTIL-ITY LIAISON	200		932 RAILROAD & UTILITIES			939 HIST INV	1,000	
						TOTALS	$	$
						PREVIOUS AUTHORIZATION		$
						ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

This project 100% local match. Free Bridge Design/Specifications requested.

PREPARED BY (Field) Roger C Lang	DATE 8/1/83	APPROVED. ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED. REGION ENGINEER X	DATE 8-2-83	APPROVED. ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED. LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

10,174

STATE OF OREGON

INTEROFFICE MEMO

TO: D. E. Swan
Operations Programming Engineer

DATE: August 1, 1983

SUBJECT: HBR Project Requests
Project Prospectus, Parts 1, 2 and 4

Enclosed are Federal Aid Project Requests submitted by Malheur County and Project Prospectus, Parts 1, 2 and 4 prepared by this office for the following structures:

BRIDGE	HWY.	ROAD NAME	BR. #
Malheur River (Red)	FAS B484	Riverside-Juntura	45C403
Snake River (Faulk Is.)	CR	Faulk Is. Rd.	45C301

Part 3, Project Environmental Classification, is in the process of being compiled and will be forwarded upon completion.

Please take the necessary action to place these projects in line for drawing up the agreements and funding.

Roger C. Lang
Roger C. Lang
Region Federal Aid Specialist

RCL/vt
Enc.
cc: E. M. Seuell
P. F. Burnett
Harold Brainerd

GL PROJECT UNIT S ✓

Tindall; Reynoldson; Fed Aid ✓

FEDERAL AID PROJECT REQUEST

Date July 27, 1983

Applicant Agency Malheur County

Request for: Off-System____, FAS-C____, FAUS____ Project HBR ON-Syst.

Federal Aid Route No. FAS B484 Route Name Riverside - Juntura.

Project Name Malheur River (Red) Bridge Section

Project Length 0.2 Mile ± Project Location (Attach sketch map)

Project Description Construct prestressed reinforced concrete span structure, Widen realign existing road as necessary, remove existing structure

Average Daily Traffic 50 Design Speed 35 mph (Gravel road)

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 22-24 Travel Lanes 2 Shoulders ____

Medians None Parking ____

Sidewalks None

Remarks Low volume gravel road

2. Desired Roadway Cross Section: (Attach sketch)

Width 24 Travel Lanes 2 Shoulders ____

Medians None Parking ____

Curbed no Length Curb Radii ____

Sidewalk/Bikeway NO - Rural location does not warrant cost.

Remarks Retain gravel surface roadway.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum 60'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes____ No X

3. Will additional right-of-way be needed? Yes X No____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No____
Remarks County will attempt to obtain donation R/W. Will request reimbursement if unsuccessful.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? By Applicant

4. Permanent Striping:

Include in project or by applicant? None, gravel surface road

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure: Br. No. 45C403

Location Malheur River

Type Steel thru truss

Approach Roadway Width 20-22 Shoulder Width N/A

Length 163º Width 14º

To remain in place? No.

2. Proposed Structure:

Location Malheur River

Approximate Size: Length 165 Width 24

Are sidewalk/bikeways desired: No - Remote rural location doesnot warrant construction cost

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? Location is downstream from Warm Sprs. Reservoir.

Remarks 24 foot width structure requested for this low volume ADT road. Realignment of river crossing will allow use of existing structure during construction.

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ______ No X

   Name of Railroad ______

   Existing Crossing Protection ______

2. Will existing railroad crossing be altered? ______

   Remarks ______

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Hon. E M Seyell, County Judge — Office
2. Environmental — " " " " " — Office
3. Public Hearing — " " " " " — Office

Remarks ______

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant ______ State X Consultant ______

2. Project construction engineering to be performed by:

Applicant ______ State X Consultant ______

3. Will applicant perform any work prior to or after award of contract?

Yes X No ______

If "yes," describe briefly: County will attempt to obtain R/W by donation

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 15,000
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	198,000
Railroad	
Other 40% Engr & Contingencies	85,200
Preliminary engineering	18,000
PROJECT TOTAL	$ 316,200

Remarks County requests free bridge design/specifications as stipulated by Oregon Revised Statutes

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ______ and/or Malheur COUNTY

By ______

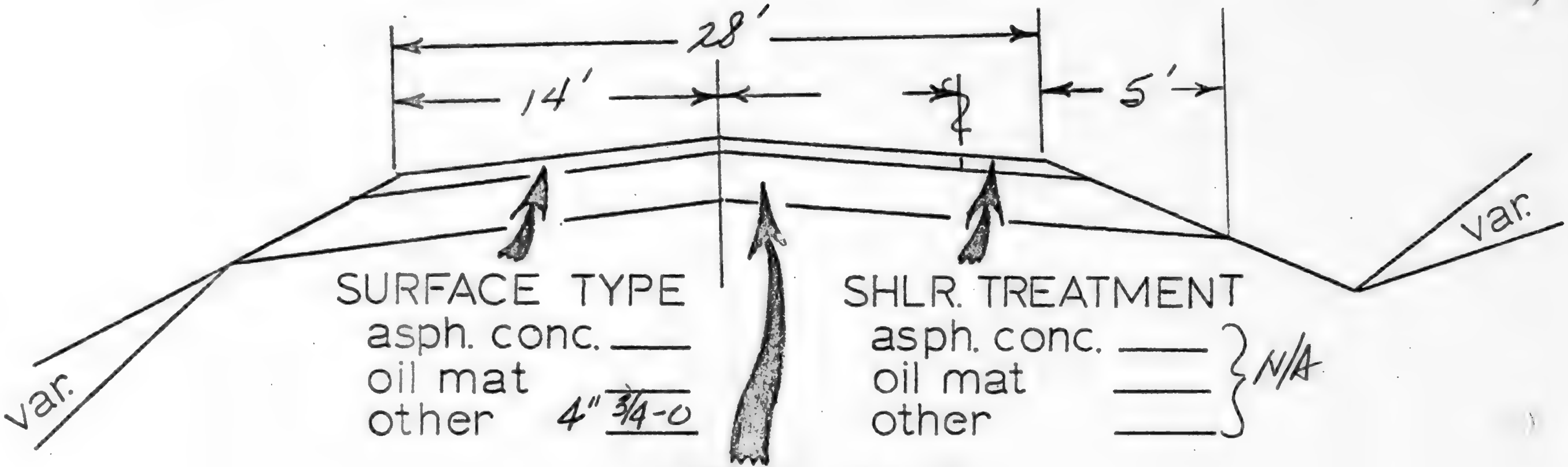
By ______

By Judy E. M. Sewell

By W. C. Hammack

By Louis J. Wettstein

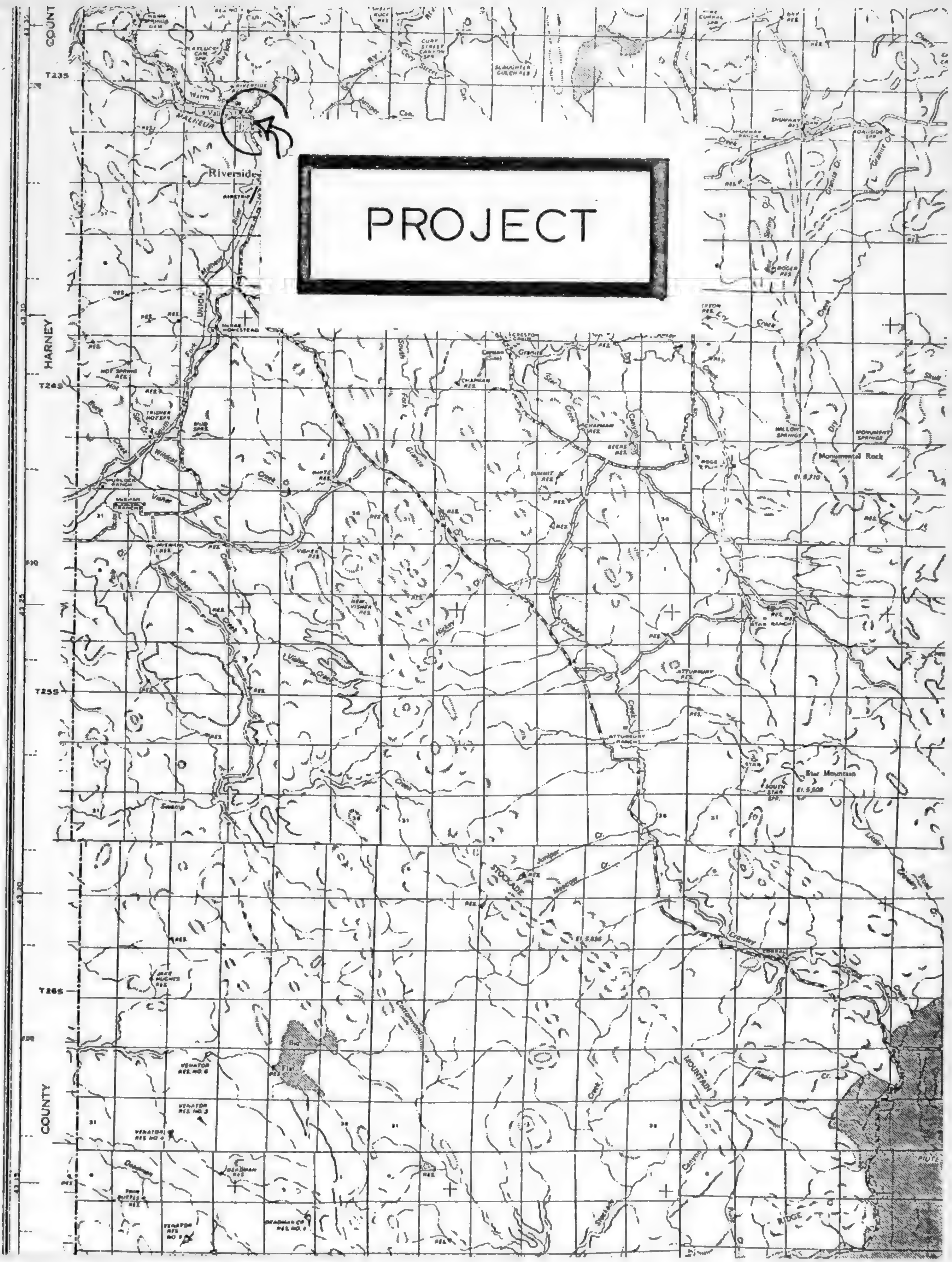
PROPOSED
TYPICAL SECTION



SURFACE TYPE
asph. conc. ____
oil mat ____
other 4" 3/4-0

SHLR. TREATMENT
asph. conc. ____
oil mat ____
other ____
} N/A

TYPE OF BASE
LIME STABILIZED ____
PIT OR QUARRY RUN 16"
CRUSHED AGG'R. ____


PROJECT
HARNEY COUNTY
T23S
T24S
T25S
T26S
Riverside
Warm Springs
Malheur
Union
Monumental Rock
El. 5,310
Star Mountain
El. 5,509
STOCKADE
MOUNTAIN
RIDGE
Crowley
Creek
PIUTE
Atturbury Ranch
Chapman Res.
Granite Creek
Juniper
Meadow Cr.
Cottonwood
Venator Res. No. 6
Venator Res. No. 2
Deadman Res.
Twin Buttes Res.
Swamp
Visher Creek
Whisky Creek
Slaughter Gulch Res.
Cory Street Canyon Spr.
Willow Springs
Monument Springs
Star Ranch
Rattlesnake
Canyon

1986 12th & 13th Sts. SE @ 10,175
Hoyt St. SE (Salem)
(Grading, paving & traffic signals)

C&A 8126 6-11-84

16,175 jc cc: OSHD (D. Forbes)

U.S. Department of Transportation
Federal Highway Administration

STATE COPY

FINAL ACCEPTANCE REPORT

REGION NUMBER 10	**REPORT NUMBER** 2	**COUNTY** Marion		**DIVISION** Oregon
DATE OF REPORT 8/15/88	**REPORT MADE BY** Patti Schwarz, Highway Engineer Trainee			**PROJECT NO.** HES-1555(6)
COMPLETION DATE 7/29/88	**ACCEPTANCE DATE BY CONTRACT AGENCY** 1/15/87		**TIME ELAPSED** 133 %	**CONTRACT TIME** S.C.D. 6-30-86
APPROVED EXTENSIONS	**LOCATION**			

NOTE - *The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction involving Federal Funds, has been submitted.
*A copy of the State's materials certificate and the contractors final wage certificate are attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work*

12TH AND 13TH STREETS @ HOYT ST. S. E. (SALEM)
Grading, Paving and Traffic Signals

This project provided for the installation of traffic signals at the two above intersections. Grading and paving at the two intersections was also included.

The final cost for the original bid items was $105,946.27, 4.4% under the original contract bid amount of $110,799.09. The total project cost including chaNges and construction engineering was $126,658.34.

Liquidated damages in the amount of $6,380.00 were assessed the contractor for 29 calendar days. No extensions were requested.

All participating items on this project have been completed.

The final inspection of the completed work was on 9/25/86.

- PGS -

RECEIVED
STATE HWY ENGR
SEP 1 '88
REFER TO
Akesbey
FOR
Info	Inves	R/D	D/R	Sign	Act	File

Cy
9-7

*NOTE: Note applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		**ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION**	
SIGNATURE Patricia Schwarz		**SIGNATURE**	
TITLE HET Highway Engineer Trainee	**DATE** 8/29/88	**TITLE** District Engineer A	**DATE** 8/31/88

FORM FHWA 1446B (Rev 1-87) PREVIOUS EDITIONS MAY BE USED.

10,175

March 25, 1987

CON 5 - 10,175

Fireman's Fund Insurance Company
Attn: Fidelity & Surety Dept.
P. O. Box 3825
Portland, OR 97208

On January 22, 1987, we wrote to you concerning release of final payment on Contract No. 10,175 awarded to Benton Electric, Inc. for work on the 12th & 13th Streets SE at Hoyt Street SE (Salem) Section of FAU 1555 in Marion County.

Final payment on this contract is $1,400.36 and the total contract amount is $107,107.10. No work was performed under force account.

Fran Neavoll
COMMISSION SERVICES

azm

cc: Benton Electric, Inc.
34037 Excor Road
Albany, OR 97321

Marsh & McLennan
P. O. Box 10167
Eugene, OR 97440

bc: C. O. Fredrickson
Walt Hart
William Anhorn

10,175

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

RECEIVED
STATE HWY ENGR
OCT 22 '86
REFER TO
FOR

Inf.	Inv.	R/D	D/R	Sign	Act	File

In Reply Refer to File No.
CON 5
10175

DATE: October 15, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M. Walton
FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. HES-1555(6)

Contract 10175, Work Completed July 29, 1986
Project 12th and 13th Streets S.E. at Hoyt St. S.E. (Salem)
Highway FAU 1555
County Marion

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date September 25, 1986

for Dale E. Wilken
Division Administrator

BMW:mk

cc: L. Rulien
C. O. Fredrickson
Wm. Anhorn
B. M. Walton

CPC/FL4

RECEIVED
OCT 16 1986
OREGON DIVISION

734-2023 (2-85)

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WEE Y REPORT FOR CONSTRUCTION PF ECTS

PROJECT NAME (SECTION) 12th & 13 th Sts SE @ Hoyt St SE (Salem)		WEEK ENDING OCT 11,1986
		CONTRACT NO C10175
HIGHWAY FAU 1555	COUNTY Marion	F A PROJECT NO HES-1555(6)
CONTRACTOR Benton Electric	KIND OF WORK Grading Paving Traffic Signals	DATE OF AWARD January 17, 1986
PROJECT AUTHORIZATION	**ENGINEERING**	FIRST NOTIFICATION DATE May 1, 1986
CURRENT AUTHORIZATION $ 135,210.38	AUTHORIZATION $ 10,721.53 COST THIS WEEK $ 0.00	ESTIMATED DATE OF COMPLETION, OR July 29, 1986
ESTIMATED PROJECT COST $ 135,210.38	TOTAL TO DATE $ 8,898.00	SECOND NOTIFICATION DATE AND July 29, 1986
ESTIMATED PERCENT ~~OVERRUN~~/UNDERRUN 0.0 %	PERCENT OF AUTHORIZATION 82 %	ESTIMATED SEMIFINAL SUBMITTAL DATE Sept 15,1986

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
ALL	06/30/86	90	107.0	118	NO
	/ /	0	0.0	0	
	/ /	0	0.0	0	
	/ /	0	0.0	0	

AVERAGE FORCE ON PROJECT THIS WEEK
SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED 100

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	OTHER
ORIG. CONTRACT QUANTITIES	100 %	140 tn	90 tn			
EST. CORRECTED QUANTITIES	100 %	120 tn	90 tn			
EST. PERFORMED TO DATE	100 %	120 tn	90 tn			
PERCENT PERFORMED TO DATE	100	100	100	100	0	0

ACTIVITIES THIS WEEK:

THIRD NOTIFICATION ISSUED OCTOBER 10, 1986. FINAL REPORT.

RECEIVED
OCT 13 1986
CON TION
SECTION

CE ___ E ___ COE ___ OM ___ OE ___ CA ___ CAM ___ EEO ___
SPC ___ TC ___ C ___ CC ___ FE ___ CP ___ PQC ___ QCS ___ FILE ___

PROJECT VISITORS:

KEN HUSBY, DAVE CARTER FHWA

ACTIVITIES ANTICIPATED NEXT WEEK:

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN) Kenneth L Stoneman
Kenneth L. Stoneman

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

10,175

September 9, 1986

Harlan Baxter CON
Harlan Baxter Associates
P.O. Box 6453
Bellevue, Washington 98008

Since our telephone conversation yesterday, September 8, 1986, I have looked into the project records for the 12th and 13th @ Hoyt Street signal installation, Contract #10,175.

The specified completion date for project was June 30, 1986. Actual completion was July 29, 1986. For late completion, 29 days of liquidated damages were assessed against the contractor at the rate of $220 per day, or $6,380; all in accordance with the terms of the contract.

I find that the contractor, Benton Electric, has made no request for a time extension. We have no reason to believe that there was any reason, other than late delivery of materials, for the contract to be completed late. If the contractor did make a request for additional time based on late delivery of signal contract equipment we would have to deny it. Article 108.09 of the Standard Specifications, paragraph 4, page 76, specifically states that late delivery of materials is not a valid reason for adjusting contract completion time.

The matter of responsibility for the liquidated damages is between your customer, Benton Electric, and yourself. If you want relief from the liquidated damage charges you must work it out with them. It was their decision to make you responsible for failure to complete the contract within the specified time.

W. E. Schwartz
Assistant State Highway Engineer

WES:sl

cc Robert N. Bothman
C. O. Fredrickson
W. G. Anhorn
Ken Stoneman
Benton Electric

Please note: Contractor's copy had xeroxed pages of Performance and Payment Bonds.

February 10, 1986

CON 5 - 10,175

Benton Electric, Inc.
34037 Excor Road
Albany, OR 97321

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission. You are authorized to commence work under terms of the contract effective this date.

> Contract No. 10,175 for work on 12th and 13th Streets SE at Hoyt Streets SE (Salem) Section of FAU 1555 in Marion County.

A copy of this contract is also being sent to the surety on your performance and payment bonds.

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure
cc: Fireman's Fund Insurance Co.
Fidelity and Surety Dept.
P. O. Box 3825
Portland, OR 97208

Marsh and McLennan
P. O. Box 10167
Eugene, OR 97440

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Bill Anhorn
Kenneth Stoneman
L. E. George

BENTON ELECTRIC, INC.
34037 EXCOR ROAD
ALBANY, OREGON 97321
(503) 967-1244

December 20, 1985

Office of Commission Services
Room 121
State Transportation Building
Salem, OR 97310

Gentlemen:

We are the apparent low bidder on the 12th & 13th Streets S.E. at Hoyt Street S.E. (Salem) project in Marion County with a bid price of $110,799.09. This letter is to inform you that we plan to meet the 4% DBE and 1% WBE goals using the following subcontractors.

Butler Development Co. is going to do work on bid items 1, 3, 4, and 5, their total subcontract amount will be $5,762.50. They are registered with the State of Oregon as a D/M contractor.

We plan to meet the WBE goals using Columbia Concrete Sawing Co. They will be doing work for bid items 6 and 18 for a total of $1,150.00.

If you have any questions, please call us. Thank you.

Sincerely,

Bill Arnold
Bill Arnold
Industrial Superintendent

nf

RECEIVED
DEC 23 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Thomas Jones

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

January 31, 1986

In Reply Refer To
File No.:

Ron Merry
Director of Public Works
City Hall
555 Liberty Street
Salem, OR 97301

RE: Overrun
12th and 13th Streets @ Hoyt Street

This is to advise you that the money set aside for your involvement in the 12th and 13th Streets @ Hoyt Street project has been exceeded by approximately $2,700.

Please submit justification for this amount and for any anticipated additional charges prior to the next billing. No further billings will be approved until the justification has been received and approved by this office.

Richard T. Sjolander
REGION FEDERAL AID SPECIALIST

RTS/kjp

bc: Dick Dorn, Program Section
Pete Gonzalez, Highway Accounting
File

0131K2

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
[illegible] 4 1986
REFER TO________________
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

734-1867 (3-84)

Oregon State Highway Division
Department of Transportation
Mr. Richard T. Sjolander
Region Federal Aid Specialist
2960 State Street
Salem, Oregon 97310

DATE: December 10, 1985

INVOICE NO:

REVENUE ACCT NO: 030-85-15-0 00894-894
820410

Project Description 12 th and 13th @ Hoyt Street P.E.

Federal Aid No.	HES-1555 (6)
FHWA Authorization Date	9-6-84
OSHD Cost Accounting No.	324-1909
Contract & Agreement No.	40196
City Project No.	820410
Period Covered	9-1-85 thru 10-31-85
Progress Billing No.	7 PE
FHWA Reimbursement @ 90 %	
City Share @ 10 %	
OTHER:	
@ %	
BREAKDOWN OF CITY ENGINEERING	
Design	651.45
Survey	
Inspections	
Clerical & Records	
Equipment Rent	
OTHER CITY COSTS:	
Salem Printing & Blueprint Inc. # 671426	13.50
Salem Printing & Blueprint Inc. # 672612	40.50
Finance Dept. Petty Cash # 670566	7.00
CONTRACTED SERVICES:	
TOTAL COSTS $	712.45
FHWA Reimbursement @ 90 % $	641.21

Reimbursement Due This Period $ 641.21

Previous Billings $ 11,149.32

Total Billings To Date $ 11,790.53

Prepared By: R. Wilson RW

Approved By: Mattson/rc

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID # 00581

SECTION 12th & 13th Sts. @ Hoyt St. S. E. (Salem)
HIGHWAY
COUNTY Marion
REGION 2

SURVEY AUTHORITY

AUTHORIZATION NO. 1
PREFIX 324-1909
DATE 6-6-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 Project MANAGER	$	$ 500	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT		9,100	918 LOCATION		100	935 SOILS		
904 CONSULTANT			920 PROGRAM MANAGEMENT		200	936 REGION TRAFFIC		400
905 FINAL DESIGN		1,000	921 SPECIFICATIONS		1,500	937 HYDRAULICS		
906 BRIDGE DESIGN			922 ADMIN. SERVICES		200	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			923 ENVIRONMENTAL SECTION			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			924 D.O.T.			950 TRAINING		
910 REGION GEOLOGIST			925 AIR MONITORING			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		2,200	926 FOUNDATION			960 PERSONAL LEAVE		
912 LANDSCAPE			927 FREE BRIDGE DESIGN			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			929 FREE BRIDGE SPECIFICATIONS					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES		100			
						TOTALS	$	$ 15,300
						PREVIOUS AUTHORIZATION		$
						ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER HES-1555(6)

LOCATION ENGINEER'S REMARKS

P. E. work to be performed by City of Salem.

REGION LOCATION SUPERVISOR
RECEIVED
SEP 27 1984
☐ SURV. ☐ ASST ☑ O.H. ☐ CREW

PREPARED BY	DATE 6/6/84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 8/28/84
RECOMMENDED, PROJECT MANAGER X	DATE 6-21-84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X J. Hunter for	DATE 8-28-84
RECOMMENDED, LOCATION ENGINEER X Frank E. Pespin	DATE 8/24/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 9-6-84	

734-1914 (4-84)

10,175

STATE COPY

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 1-139	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Marion
MODIFICATION NUMBER 1	1-27-86	Project Number HES-1555(6)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 20, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 15,300.00	$ 150,510.00
Federal funds	$ 13,770.00	$ 135,458.00
Other revisions		

This modification is made for the following reasons: to include contract work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 27TH day of JAN, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon January 22, 1986

Federal Aid Project No. HES-1555(6)

12th & 13th Sts. S.E. @ Hoyt St. S.E. (Salem) Sec.
City Streets
Marion County

REVISED PROJECT AGREEMENT ESTIMATE

Mobilization	Lump Sum	All	Lump Sum	1400.00 $ 15,300.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	2,500.00
Temporary Signs	Sq. Ft.	375	8.00	3,000.00
Temporary Barricades	Each	10	76.00	760.00
Flaggers	Hour	100	18.25	1,825.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	525.00
General Excavation	Lump Sum	All	Lump Sum	1,050.00
Furnishing and Placing Topsoil	Cu. Yd.	10	21.00	210.00
1"-0 Aggregate Base	Ton	140	10.50	1,470.00
Class "B" Asphalt Concrete	Ton	90	52.50	4,725.00
8-inch Storm Sewer Pipe	Lin. Ft.	4	21.00	84.00
10-inch Storm Sewer Pipe	Lin. Ft.	28	15.75	441.00
Concrete Cleanout, Type 1	Each	1	210.00	210.00
Concrete Walks	Sq. Yd.	118	9.98	1,177.64
Concrete Driveways	Sq. Yd.	37	12.60	466.20
Concrete Curbs	Lin. Ft.	237	5.25	1,244.25
Bark Mulch	Unit	1	150.00	150.00
Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum	89,561.00
				$ 110,799.09

Anticipated Items

Permanent Pavement Striping	All Required		$ 2,400.00
State Furnished PROM & Program	All Required		700.00
Signal Controller Testing & Turn-on	All Required		4,175.00
EEO/Labor Compliance Monitoring (0.5% of Cont. Amt.)	All Required		554.00
			$ 7,829.00
		Subtotal	$ 118,628.09
		Engineering	16,014.91
		Total	$ 134,643.00

Length of Project 0.0 mile

Retain in Reserve

Permanent Signing	All Required		$	500.00
		Subtotal	$	500.00
		Engineering		67.00
		Total	$	567.00

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 15,300.00	$ 13,770.00	$ 1,530.00
Traffic Signal	134,643.00	121,178.00	13,465.00
Subtotal	$ 149,943.00	$ 134,948.00	$ 14,995.00
Retained in Reserve	567.00	510.00	57.00
Total	$ 150,510.00	$ 135,458.00	$ 15,052.00

Group 011: 100%
Contract No. 10,175
Prefix: C324-1909 (PE)
Prefix: C 10175
Appn Code: 141

DRH:bkb

STATE COPY

TO BE COMPLETED BY FHWA		
9-145	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT** 9-20-84	STATE Oregon COUNTY Marion PROJECT NO. HES-1555(6)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

12th & 13th Streets S.E. @ Hoyt Street S.E.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	9-6-84	.02
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS Pro-rata 90%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 15,300.00	$ 13,770.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~XX~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator SEP 20 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon September 18, 1984

Federal-Aid Project No. HES-1555(6)

13th St. S.E. @ Hoyt St. S.E. (Salem)
City Streets
Marion County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$ 15,300.00
		Total	$ 15,300.00

Length of Project ----------------- .02 mile

Federal Funds (90%)	$ 13,770.00
City Funds	1,530.00
Total	$ 15,300.00

Group 1 100%
Prefix: 324-1909

WH:me

1-7-86

Howard Roaney from City of Salem called again (1st time was yesterday) and said they will have to get City Council approval and Council does not meet until Monday Jan. 13. He said they should be able to get the money deposited by Jan. 17.

~~December 23, 1985~~

Ron Merry
Director of Public Works
City of Salem
Room 325, City Hall
555 Liberty Street SE
Salem, OR 97301

Dear Mr. Merry:

On December 19, 1985 we received a sati Electric, Inc., 34037 Excor Road, Albany, OR 97321 for the 12th and 13th Streets SE at Hoyt Street SE (Salem) project.

The Miscellaneous Contract Agreement No. 8126 requires the City to pay the matching funds for this construction. The City's share is computed as follows:

Contractor's Bid		$110,799.09
Anticipated Additional Items:		
Permanent Signing	$ 500.00	
Permanent Pavement Striping	2,400.00	
State Furnished PROM & Program	700.00	
Signal Controller Testing & Turn-On	4,175.00	
EEO/Labor Compliance Monitoring (0.5% of Contr. Amt.)	554.00	8,329.00
SUBTOTAL		$119,128.09
Contingencies (4-1/2%)		5,360.76
Engineering (9%)		10,721.53
TOTAL CONSTRUCTION COST		$135,210.38
City's Share (10%)		13,521.04
ROUNDED		$ 13,500.00

Please submit your $13,500, which should arrive not later than January 10, 1986 using one of the three options for payment described in the attachment.

Very truly yours,

Deposit Rec'd LGIP (Pete G) need Power of Atty
1-14-86

Richard L. Dorn, P.E.
Special Programs Coordinator
Program Section

RLD:pf
Attachment
bcc w/AD #85-155: Richard T. Sjolander, Region 2
V. E. Skoog-Please return completed AD #85-155 when completed.
Donald L. Trout

~~December 23, 1985~~

PRO

Ron Merry
Director of Public Works
City of Salem
Room 325, City Hall
555 Liberty Street SE
Salem, OR 97301

Dear Mr. Merry:

On December 19, 1985 we received a satisfactory bid from Benton Electric, Inc., 34037 Excor Road, Albany, OR 97321 for the 12th and 13th Streets SE at Hoyt Street SE (Salem) project.

The Miscellaneous Contract Agreement No. 8126 requires the City to pay the matching funds for this construction. The City's share is computed as follows:

Contractor's Bid		$110,799.09
Anticipated Additional Items:		
Permanent Signing	$ 500.00	
Permanent Pavement Striping	2,400.00	
State Furnished PROM & Program	700.00	
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SUBTOTAL		$119,128.09
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City's Share (10%)		13,521.04
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Please submit your $13,500, which should arrive not later than January 10, 1986 using one of the three options for payment described in the attachment.

Very truly yours,

Deposit Rec'd LGIP (Pete G.) need Power of Atty
1-14-86

Richard L. Dorn, P.E.
Special Programs Coordinator
Program Section

RLD:pf
Attachment
bcc w/AD #85-155: Richard T. Sjolander, Region 2
V. E. Skoog-Please return completed AD #85-155 when completed.
Donald L. Trout

STATE OF OREGON
HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
LOC 3

RECEIVED
STATE HWY ENGR
JAN 2 '86
REFER TO
FOR
Info | Inves | R/D | O/R | Sign | Act | File

TO: F I L E S

DATE: December 27, 1985

FROM: Larry Rulien
State Highway Engineer

E. S.

SUBJECT: Footpaths and Bicycle Trails
December 19, 1985 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened December 19, 1985 on the following projects:

1. Portland Signal System Project, Phase 1
   City of Portland
   Multnomah County
   Traffic Signals

   Pursuant to ORS Chapter 336.514(1), footpaths or bicycle trails are not incorporated in this project as project consists of replacing existing equipment.

2. North Fork Burnt River Bridge Section
   Rice Road
   Baker County
   Bridges and Grade Separation Structures

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established...where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails".

3. North Fork Alsea River Bridge Section
   Alsea Highway
   Benton County
   Painting Bridges

   Pursuant to ORS Chapter 336.514(1), footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

4. Project withdrawn.

5. Dry Creek Bridge Section
Davis Road
Crook County
Bridges and Grade Separation Structures

Same as No. 2.

6. Sherwood Road (61st Street)
The Dalles-California Highway
Deschutes County
Aggregate Base, A.C. Oiling and Paving

4'-6' shoulders are incorporated into the project and will adequately accommodate bicycles.

7. South Fork Little Butte Creek Bridge Section
South Fork Little Butte Road
Jackson County
Bridge and Grade Separation Structures

Same as No. 2.

8. The Dalles/California-Washburn Way
South Side Bypass @ Klamath Falls
Klamath County
Earthwork, Drainage, Aggregate Bases, A.C. Paving and Oiling, Bridges and Grade Separation Structures

Bike lanes and sidewalks are incorporated into project.

9. Eugene-Springfield Hwy. @ 42nd Street (Springfield)
Eugene-Springfield Highway
Lane County
Aggregate Base, A.C. Paving and Oiling, Signals

Pedestrian signals installed for pedestrian and bicycle traffic. Adequate 6-foot shoulders are incorporated for bicycle traffic.

10. Sutton Lake-Florence Section
Oregon Coast Highway
Lane County
Land Clearing

Same as No. 3

11. Malheur River (Red) Bridge Section
Riverside-Juntura Road
Malheur County
Bridges and Grade Separation Structures

Same as No. 2.

12. 12th and 13th Streets S.E. @ Hoyt Street S.E. (Salem)
    Hoyt Street S.E.
    Marion County
    Traffic Signals

    Pedestrian signals to be installed for pedestrian and bicycle trafffic.

13. Project withdrawn.

14. Grande Ronde River (Powwatka) Bridge Section
    Troy Road
    Wallowa County
    Bridges and Grade Separation Structures

    Same as No. 2

15. Project postponed.

16. Pacific Highway West @ McDaniel Lane (McMinnville)
    Pacific Highway West
    Yamhill County
    Sidewalks and Traffic Signals

    Sidewalk ramps and pedestrian traffic signals will be incorporated for foot and bicycle traffic.

17. South Yamhill River Bridge Section
    Bellevue-Hopewell Highway
    Yamhill County
    Painting Bridges and Structures

    Same as No. 3.

18. Villa Road Connection-Hillsboro/Silverton Highway (Newberg)
    Hillsboro-Silverton Highway
    Yamhill County
    Earthwork, Drainage, A.C. Pavement and Oiling,
    and Traffic Signals

    Sidewalks, ramps and adequate shoulders for bicycles, as well as pedestrian traffic signals for foot and bicycle traffic will be incorporated into this project.

LWR:DH:ja

cc E. S. Hunter
D. G. Talbot
L. E. George
Bob Pool

JC

U.S. DEPARTMENT OF TRANSPORT. ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
HES-1555(6)

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO
40196

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
DEC 6 '85
REFER TO
Potter
FOR

Orig att to 12/4

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
November 26, 1985	FAU 1555	City Street

10. GENERAL LOCATION:
12th & 13th Sts. S. E. @ Hoyt St. S. E. (Salem) Sec.

11. GENERAL DESCRIPTION OF WORK
Traffic Signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Anticipated items as shown in your Revised "PS&E" Estimate dated 11-25-85.

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 11-25-85 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $165,168; Federal Funds $148,650.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing zone striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
12/5/85	G. K.	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

11-17-85

Highway # 1324

County Marion

Attention: Right-of-Way Section

Subject: Federal Aid Project No. HES-1555(6) Prefix 324-1909

Project Name 12th & 13th Sts @ Hoyt St. S.E. (Salem)

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☐ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Salem, Oregon, this 27th day of Nov, 1985

Douglas J. Leith
Certified By:
~~[illegible]~~ ?
Regional Right-of-Way Supervisor
Date ~~11/27/85~~ 12-4-85

City of Salem
Sue Harris
Mayor
Ramona Hudson
City Recorder

Instructions: Complete A or B and C.
R/W File No. 820410
Rev. 1/81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street N. E.
Salem, Oregon 97301

October 22, 1985
IN REPLY REFER TO

HRW-OR

Mr. L. W. Rulien
State Highway Engineer
Oregon State Highway Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project HES-1555(6)
Hoyt Street Southeast

We have reviewed the information provided with Mr. Rod Henry's letter dated 10-18-85 requesting, on behalf of the City of Salem, approval for the city to attempt to secure a right-of-entry on file #820410 before making payment available to the property owner.

We are unable to approve the request since there are no exceptional circumstances involved which would mitigate the City's responsibility in complying with the law requiring payment be made available prior to the property owner surrendering posession of real property on a Federal-aid project.

Sincerely yours,

John R Wickman
Dale E. Wilken
Division Administrator

cc:
OSHD (J. B. Boyd, R/W)

RECEIVED
STATE HWY ENGR

OCT 23 '85

REFER TO
Hunter

FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St.
Zip Code 97301

Public Works Department

August 29, 1985

Gary Potter

RECEIVED
SEP 5 1985
TRAFFIC ENGINEERING

Mr. Richard Sjolander
Federal Aid Specialist, Region II
Oregon State Highway Division
2960 State Street
Salem, Oregon 97310

Dear Mr. Sjolander:

SUBJECT: 12TH AND 13TH STREETS S.E. AT HOYT STREET S.E. (SALEM)
FAU 1555
PLANS, SPECIFICATIONS AND ESTIMATES

Enclosed are the original plans, specifications and cost estimates for this project. We have incorporated all the changes shown in your previous review of this job.

We will be able to certify right-of-way clear by October 1.

We understand this project will be scheduled for bid opening November 21, 1985, and therefore appreciate your help in preparing the contract documents. Please let me know if I can be of any further help.

Sincerely,

Lewis H. Garrison, P.E.
Traffic Design Engineer

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ✓
SEP 06 1985
REFER TO Loc Prog's
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

mk
Enclosure

cc: Ronald Merry, Director of Public Works
Ralph Lambert, Chief Design Engineer

NOTED
J. O. BUTLER

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

September 28, 1984

In Reply Refer To
File No.:

Ron Merry
Director of Public Works
Room 325, City Hall
555 Liberty Street SE
Salem, OR 97301

12th and 13th at Hoyt Streets
City of Salem

This is to advise you that the Oregon Department of Transportation has received authorization from the Federal Highway Administration for preliminary engineering on the subject project effective September 6, 1984.

Enclosed is one copy each of the Federal form PR 1240 and the State Survey Authority. Note that $9,100 has been designated for the City to perform its work. If it appears you will overrun this amount, please submit a request for additional funds before any overexpenditure. Prior approval is mandatory for reimbursement.

Mr. Pete Fidler, Region Location Supervisor, will act as design coordinator. His phone number is 378-3883.

Billings for your work should be submitted to me for review and approval.

Phillip O. Stearns
Region Federal Aid Specialist

POS/dlc
Enclosures

cc: R. P. Fidler
LPU
Traffic Section

PROGRAM SECTION
MANAGER ...... RESOURCE UNIT ......
FA UNIT ...... PROGRAM UNIT ......
OCT 1 1984
REFER TO..............................
R/D ...... ACT ...... REPLY ......
DISC ...... INFO ...... FILE ......

734-1867 (3-84)

In 7-6-1
Salem

sc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-1555(6)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Marion
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 40196
6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9-6-84
8. FEDERAL ROUTE NUMBER FAU 1555
9. STATE ROUTE NUMBER City Street
10. GENERAL LOCATION:
12th & 13th Sts. S.E. at Hoyt Street S.E. (Salem)
11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION Including utility Preparatory work TEC $15,300 - F.F. $13,770
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS
As requested by Mr. Potter's letter of 8-20-84.

RECEIVED
STATE HWY ENGR
SEP 13'84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to
9/13

14. DATE 9/11/84
15. SIGNATURE OF APPROVING OFFICIAL D. K. Hossner
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO

Date: August 20, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 40196
Project No. HES-1555(6)
12th & 13th Sts. S.E. @ Hoyt St. S.E. (Salem) Sec.
City Streets in Salem
Marion County

Attached data consists of PR-1 forms with project maps, survey authority, traffic signal warrants, collision diagrams, other traffic data, pictures and sketch maps.

I request authorization to proceed with all phases of preliminary engineering including utility preparatory work necessary to obtain PS&E approval at an estimated total cost of $15,300 with an obligation of $13,770 in federal funds. The preliminary engineering is to be accomplished by City forces.

DRH:bkb
Attachments
cc: L.E. George
D.O. Christensen (Region 2)
General Files

Form 734-3122

June 11, 1984

City of Salem
City Hall
Salem, OR 97301

AGR 4

Attention: Patricia Wolfe
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 3124

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement for construction of signals at 12th and 13th Streets at Hoyt Street.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment
bc: Gary Potter (agree. att.)

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
PRO 6

TO: H. S. Coulter
State Highway Engineer

DATE: April 3, 1984

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Program Project
12th & 13th Streets @ Hoyt Street (Salem)

The City of Salem has requested that the project to install traffic signals at 13th and Hoyt Streets be revised to include installation of traffic signals at 12th and Hoyt Streets. The original project was approved by you on July 21, 1982.

Construction will be by contract with State Forces performing all phases of engineering.

In Summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds	Local Funds
City	12th & 13th Sts @ Hoyt Street (Salem) Marion County	$120,000	$108,000	0	$12,000

The project has been investigated and is eligible for funding under the Title II Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L E George
L. E. GEORGE - TRAFFIC ENGINEER

APPROVED:

H S Coulter
State Highway Engineer

DATE: 4-4-84

RECEIVED
STATE HWY ENGR

APR 4 '84

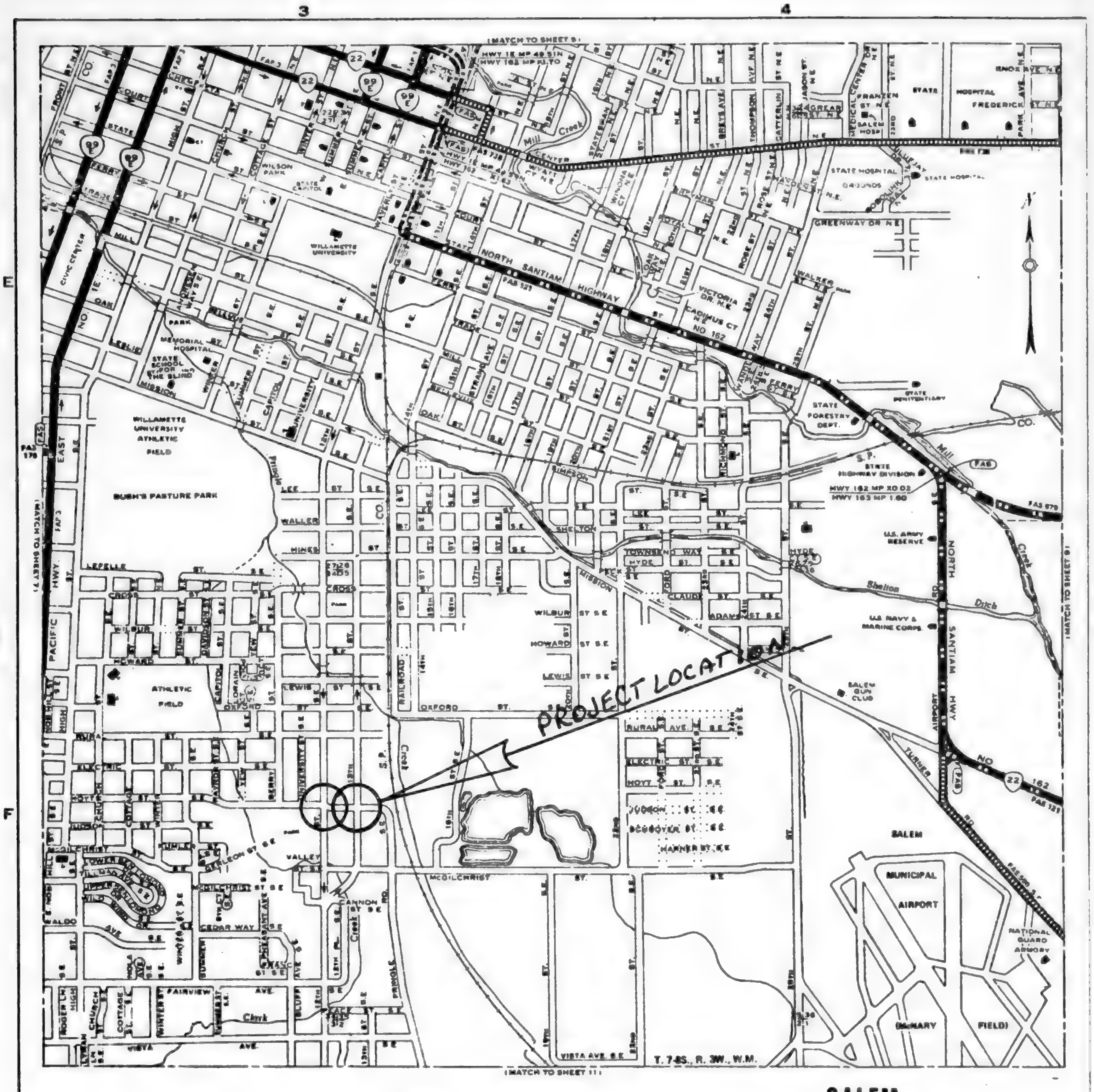
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

orig Gorman
cys George
acctg
File
4-5-84

81-125-1387



3
4
(MATCH TO SHEET 5)
HWY 16 MP 49.51N
HWY 162 MP 83.70
E
F
(MATCH TO SHEET 7)
(MATCH TO SHEET 9)
(MATCH TO SHEET 11)
PROJECT LOCATION
STATE CAPITOL
WILLAMETTE UNIVERSITY
WILSON PARK
CIVIC CENTER
NORTH SANTIAM HIGHWAY
NO. 162
FAS 121
Mill Creek
STATE HOSPITAL
STATE HOSPITAL GROUNDS
GREENWAY DR N.E.
MEMORIAL HOSPITAL
STATE SCHOOL FOR THE BLIND
WILLAMETTE UNIVERSITY ATHLETIC FIELD
BUSH'S PASTURE PARK
STATE FORESTRY DEPT.
STATE PENITENTIARY
S.P.
STATE HIGHWAY DIVISION
HWY 162 MP 00.02
HWY 163 MP 1.60
U.S. ARMY RESERVE
NORTH SANTIAM HWY
AIRPORT RD
U.S. NAVY & MARINE CORPS.
Shelton Ditch
SALEM GUN CLUB
MISSION
TOWNSEND WAY
OXFORD ST.
LEWIS ST S.E.
RAILROAD
ATHLETIC FIELD
PACIFIC HWY
McGILCHRIST ST.
CANNON ST S.E.
VALLEY
CEDAR WAY
FAIRVIEW AVE.
VISTA AVE.
VISTA AVE. S.E.
PRINGLE RD.
TURNER RD
NO 22 162
FAS 121
SALEM
MUNICIPAL AIRPORT
(McNARY FIELD)
NATIONAL GUARD ARMORY
T. 7-8S., R. 3W., W.M.

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM - STATE
- FEDERAL AID SECONDARY SYSTEM - COUNTY
- OTHER FEDERAL AID SECONDARY - LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY - NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

▲	POST OFFICE	■	PUBLIC BLDG
■	SCHOOL	CY	CITY HALL
◎	CITY CENTER	CT	COURT HOUSE
■	R.R. DEPOT	A	ARMORY
—	CITY LIMITS	L	LIBRARY

SALEM

POLK- MARION CO., OREGON

OREGON STATE HIGHWAY DIVISION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 74,800

Scale in Feet

Revised April 1973

SHEET ARRANGEMENT

1	2	3
4	5	6
7	◎	9
10	11	12
	13	

3 4

SHEET 8 OF 13 SHEETS

STATE OF OREGON **INTEROFFICE MEMO**

Highway Division - Region 2 378-2626

TO: Gary Potter, Manager
PROGRAM SECTION

DATE: June 21, 1984

FROM: Phillip O. Stearns Phil
REGION 2 FEDERAL AID SPECIALIST

SUBJECT: 12th & 13th St. @ Hoyt St.
Salem Urban Area

Attached for the subject project are Project Prospectus parts:

1. x 2. x 3. x 4. x

Original project approved for 13th @ Hoyt. FHWA requested 12th @ Hoyt be added.

Recommended Category: 1.____ 2. x 3.____

Waterway Involved Yes____ No x

Project Number Local Agency HES project

Year Scheduled 1985

Please process the documents through normal channels for approval.

POS/rgb

PROGRAM SECTION
JUN 21 '84

Manager	
Resource Unit	
Project Unit	
Program Unit	

REFER TO
Circle one R/D D/R
Act Disc Info File

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID # 00581

SECTION 12th & 13th Sts. @ Hoyt St. S. E. (Salem)

HIGHWAY

COUNTY Marion

REGION 2

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 324-1909

DATE 6-6-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 Project MANAGER	$	$ 500	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT		9,100	918 LOCATION		100	935 SOILS		
904 CONSULTANT			920 PROGRAM MANAGEMENT		200	936 REGION TRAFFIC		400
905 FINAL DESIGN		1,000	921 SPECIFICATIONS		1,500	937 HYDRAULICS		
906 BRIDGE DESIGN			922 ADMIN. SERVICES		200	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			923 ENVIRONMENTAL SECTION			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			924 D.O.T.			950 TRAINING		
910 REGION GEOLOGIST			925 AIR MONITORING			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		2,200	926 FOUNDATION			960 PERSONAL LEAVE		
912 LANDSCAPE			927 FREE BRIDGE DESIGN			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			929 FREE BRIDGE SPECIFICATIONS					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES		100			
						TOTALS	$	$ 15,300
						PREVIOUS AUTHORIZATION		$
						ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER HES-1555 (6)

LOCATION ENGINEER'S REMARKS

P. E. work to be performed by City of Salem.

PREPARED BY	DATE 6/6/84	APPROVED, ASST HIGHWAY ENGINEER FOR OPERATIONS X	DATE 8/28/84
RECOMMENDED, PROJECT MANAGER X	DATE 6-21-84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X for	DATE 8-28-84
RECOMMENDED, LOCATION ENGINEER X	DATE 8/24/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 9-6-84	

734-1914 (4-84)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 00581

SECTION 12th & 13th Sts. @ Hoyt St. S. E. (Salem)	REGION 2

STATE HIGHWAY # 724	HIGHWAY NAME	MILE POST FROM TO	LENGTH .02
☒ URBAN ☐ RURAL	CITY Salem	COUNTY Marion	ROAD/STREET NAME 12th & 13th Sts. S. E.
ROUTE #	FEDERAL AID # FAU I555	APPLICANT (IF OTHER THAN STATE) City of Salem	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 10	GRADING (✓)		FILES (#)	0
RIGHT OF WAY		$	PAVING (✓)		ACRES (#)	0
ROADWAY	$		STRUCTURES (✓)		RELOCATIONS (#)	0
STRUCTURES	$		SIGNING (✓)	X	WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$ 66		SIGNALS (✓)	X	PRELIMINARY ENGINEERING (S,C,A)	A
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 7.5	117.5			RIGHT OF WAY DESCRIPTIONS (S,C,A)	NA
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	NA
40% ENGINEERING & CONTINGENCIES	$ 44		DESIGN CATEGORY (1-7)	07	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 117.5 ~~110~~	WORK TYPE (1-12)	09	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ 127.5 ~~120~~				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE HES	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	00	00
SIGNALS (#)	00	02
BIKE PATH (Y/N)	Y	Y
AVERAGE DAILY TRAFFIC	009400	
YEAR OF AVERAGE DAILY TRAFFIC	83	

DEFINE THE PROBLEM

High accident rate at 13th St. at Hoyt St. and traffic entry from McGilchrist to 12th St. congested at peak hours.

PROPOSED SOLUTION

Install traffic signals at 13th and Hoyt (traffic warrents met) and at 12th and Hoyt, the signal meets "progressive movement" warrants.

REQUESTED, REGION ENGINEER X by Phillip O.	DATE 6-21-84
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE
APPROVED, ASST HWY ENG. FOR ADMINISTRATION X	DATE

TRANSP COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 00581

SECTION
12th & 13th Sts. @ Hoyt St. S. E. (Salem)

REGION
2

PROJECT JUSTIFICATION

Signal at 13th and Hoyt Streets would eliminate the existing accident problem.

A signal at 12th and Hoyt Streets would platoon traffic on 12th Street to permit westbound traffic on McGilchrist Street easier entry onto 12th Street to relieve the peak hour congestion at both 12th and 13th Streets at McGilchrist.

The current 6 yr. H. I. P. identifies "13th St. S. E. at Hoyt St. S. E. (Salem)" as Local Option project for FY 1984 as Hazard Elimination fund designation.

ADMINISTRATION RECOMMENDATION

734-1911 (7-82) Cont

PROJECT PROSPECTUS
PART 2 - PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 00581

SECTION 12th & 13th Sts. @ Hoyt St. S. E. (Salem)

REGION 2

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	A	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	A	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	E	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	A	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	A	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	A	OLD (#) 0	NEW (#) 2
						UTILITIES	A	(LIST BELOW)	

COMPANIES
PGE, PNB, City of Salem Water & Sewer

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON	N	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N

DESIGN SPEED 35

DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
	5	C	8				12		12				8	C	5	
	5	C	8				12		12				8	C	5	

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
NA					

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
Frank E. Pepin
Location Engineer
Date 8/24/84

734-1912 (7-82)

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID # 00581

SECTION
12th and 13th Streets @ Hoyt St. S.E. (Salem)

REGION
2

ESTIMATED RIGHT-OF-WAY IMPACTS

None

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

A signal at 13th and Hoyt will eliminate an existing accident problem. A signal at 12th and Hoyt will improve the existing traffic flow for the intersection and other nearby streets.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

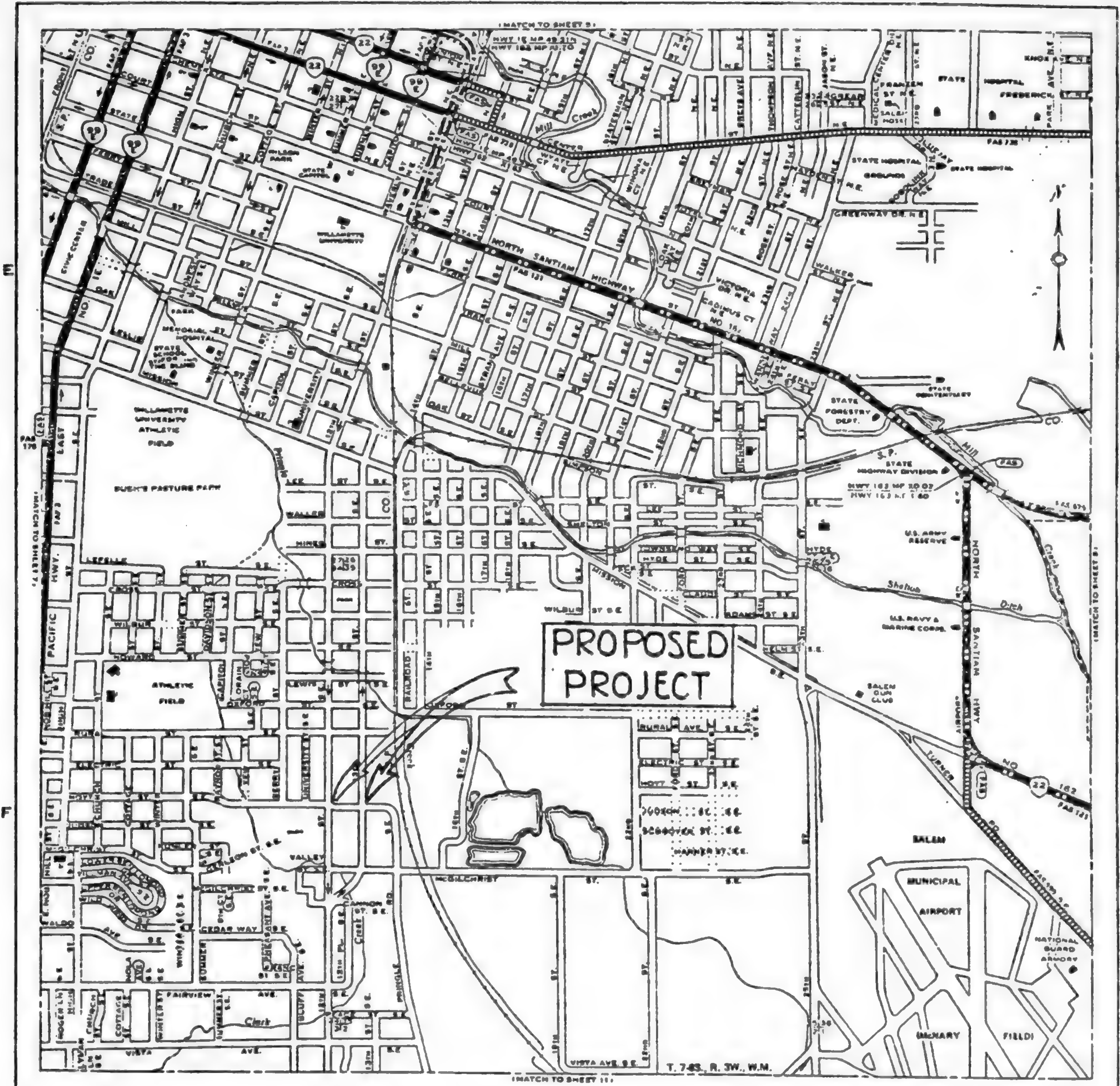
☒ CLASS 2 (CATEGORICAL EXCLUSION) Statewide Categorical Exclusion

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

None

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Richard T. Sjolander	378-2626	


3
4
E
F
PROPOSED PROJECT
(MATCH TO SHEET 5)
(MATCH TO SHEET 7)
(MATCH TO SHEET 9)
(MATCH TO SHEET 11)
NORTH SANTIAM HIGHWAY
NORTH SANTIAM HWY
WILLAMETTE UNIVERSITY
WILLAMETTE UNIVERSITY ATHLETIC FIELD
BUSH'S PASTURE PARK
ATHLETIC FIELD
STATE HOSPITAL GROUNDS
STATE PENITENTIARY
STATE FORESTRY DEPT.
STATE HIGHWAY DIVISION
U.S. ARMY RESERVE
U.S. NAVY & MARINE CORPS
SALEM GUN CLUB
SALEM MUNICIPAL AIRPORT
McNARY FIELD
NATIONAL GUARD ARMORY
Mill Creek
Shelton Ditch
Clark Creek
T. 7-8S., R. 3W., W.M.
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM - STATE
FEDERAL AID SECONDARY SYSTEM - COUNTY
OTHER FEDERAL AID SECONDARY - LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY - NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
SHEET ARRANGEMENT
1 2 3
4 5 6
7 8 9
10 11 12
13

SALEM

POLK-MARION CO., OREGON

OREGON STATE HIGHWAY DIVISION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 74,600

Scale in feet

Revised April 1973

SHEET 8 OF 13 SHEETS

CC581

STATE OF OREGON

INTEROFFICE MEMO

TO: Phil Stearns
Region Federal Aid Specialist

DATE: June 5, 1984

FROM: Pete Fidler
Region Location Supervisor

SUBJECT: 12th & 13th St. @ Hoyt St. S. E. (Salem)
Marion County

Attached are Parts 1, 2 and 4 for the subject project. 12th St. has been added to the project previously submitted as 13th St. and Hoyt.

PF:eb

cc: File
Sjolander
Fretwell

CITY
OF SALEM,
OREGON
City Hall 555 Liberty St S E
Zip Code 97301

May 29, 1984

Mr. Phillip O. Stearns
Region 2 Federal Aid Specialist
Oregon State Highway Division
2960 State Street
Salem, OR 97310

Re: Agreements - Traffic Signals
Hoyt Street at 12th Street/13th Street

Dear Mr. Stearns:

Enclosed are three signed copies of the State/City Construction/Finance Agreement for the installation of traffic signals on Hoyt Street at 12th Street and 13th Street. Also enclosed are certified copies of Resolution 84-54 approving the Mayor to sign the agreements on behalf of the City.

Please let us know as soon as possible when we have authority to proceed with Preliminary Engineering.

Sincerely,

Lewis H. Garrison
Traffic Design Engineer

Attachments (3)
LHG:vb
CC: Ronald J. Merry

PROGRAM SECTION
MANAGER ________ PROJECT UNIT ________
JUN 1 1984
MAN. ASSIST. ________ PROGRAM UNIT ________
REFER TO ________
FOR ________

REGION 2 ENGINEER
RECEIVED
☐ FILE MAY [illegible] ☐ RBE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RFE

CERTIFICATION

STATE OF OREGON)
COUNTY OF MARION) ss
CITY OF SALEM)

I, Patricia Wolfe, hereby certify that I am the duly appointed, qualified and acting City Recorder of the City of Salem, Oregon; and

I FURTHER CERTIFY that the attached copy of Resolution No. 84-54, adopted by the City Council on May 21, 1984, has been prepared by me, compared with the original and is a true and correct copy of said resolution.

WITNESS my Hand and the Seal of the City of Salem, Oregon, this 22nd day of May, 1984.

Patricia Wolfe
CITY RECORDER

RESOLUTION NO. 84 51

BE IT RESOLVED BY THE COMMON COUNCIL
OF THE CITY OF SALEM, OREGON:

THAT a construction-finance agreement between the City of Salem and the State of Oregon to install traffic signals at the intersection of Hoyt Street S.E. at 12th Street S.E. and at 13th Street S.E. be approved and that the mayor and recorder are hereby authorized on behalf of the City of Salem to sign same.

ADOPTED by the Common Council this 21st day of May, 1984.

ATTEST:
Patricia Wolfe
CITY RECORDER

10,175

[illegible] 26-1
Salem

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Proposed HES Project
13th St. S. E. @ Hoyt Street S.E.

Date: March 9, 1984

From: Division Administrator

Reply to Attn. of: HPD.1-OR/710.30

To: Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division

NOTED
H. S. COULTER

Attn: Mr. Gary Potter, Program Mgr.

The initial program for the subject project was submitted to our office August 2, 1982. Our memorandum of September 7, 1982 withheld approval and requested further evaluation of the project. After receiving additional information with your memorandum of June 2, 1983 we met with State and City of Salem Traffic staff on June 9, 1983. It was agreed that the city would resubmit the project based on our discussions.

In as much as no action was taken in FY 1983 we are returning the program documents without action.

G. K. Hossner
for Dale E. Wilken

Attachment
Program Documents

cc:
OSHD (Project Mgmt)
OSHD (L. E. George, Traffic)
FHWA (J. Baker)

3-13

cy-
Bothman
Hunter

RECEIVED
STATE HWY ENGR
MAR 12 '84
REFER TO
Potter
FOR
Info | Imes | K/D | D R | Sign | Act | File

Budget Bureau No. 41-R2067; Approval Expires February 28, 1

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

August 2, 1982

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces) City St., 13th St. S.E. @ Hoyt St. S.E. (Salem)	**ADT**	PRESENT 12,500*	FUTURE ----	YEAR ---	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 141
ITEM NO.	20130							

OSED WORK (35 typewriter Signal	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S): HES- NUMBER: 1555 SEQ. NO.: (6)

I. Projects Only
POST MI. | DESIG.

UNDS
Hazard Elimination Program
Salem

COUNTY NAME: Marion
CODE: 047

ROUTE NO.: U
FEDERAL-AID: 1555
STATE: City St.
U.S.: ----

PROGRAM STAGE
☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS (City)	CHARACTER OF PROPOSED WORK (Full description)
PE			0.00	10,000	9,000		1,000	
ROW								
CONST (CODE) Y033		"13th St. S.E. @ Hoyt St. S.E. (Salem) Sec."	0.00	60,000	54,000		6,000	ROW- 60' min.; Access Control-none. Parking Restrictions partial.
BY DRH		PROJECT TOTALS	0.00	70,000	63,000		7,000	

PPROVAL DATES
9-25-81

REMARKS

*Entering Intersection

USCOMM DUSCOMM-DC 48908-

Budget Bureau No. 41-R2067; Approval E

U.S. DEPARTM
BUREAU

FORM PR-1
(REV. 4-81)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

August 2, 1982

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces) City St., 13th St. S.E. @ Hoyt St. S.E. (Salem)	ADT	PRESENT 12,500*	FUTURE ----	YEAR ---	REGION 10	STATE NAME Oregon	STATE CODE 41

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) PE, Traffic Signal	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) HES-	NUMBER 1555	SEQ. NO (6)

CARD 4	CLASS OF FEDERAL FUNDS Hazard Elimination Program	COUNTY NAME Marion			CODE 047	
	NAME OF URBAN AREA 17-31 Salem	ROUTE NO. U	FEDERAL-AID 1555	STATE City St.	U.S. ----	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS (City)	CI PI
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
5					**PE**			0.00	10,000	9,000		1,000	
5					**ROW**								
5					**CONST** (CODE) Y033		"13th St. S.E. @ Hoyt St. S.E. (Salem) Sec."	0.00	60,000	54,000		6,000	ROW- 6 Access Parkin partia

CARD 1	CODE 1	PREPARED BY DRH	PROJECT TOTALS	0.00	70,000	63,000		7,000
1	14	PROGRAM APPROVAL DATES 9-25-81			(16) (23)	(24) (33)	REMARKS	

*Entering Intersection

USCOMM

S.E. (Salem) Sec.

uminous surfaced curbed intersection controlled by

) --- 30-foot curbed roadway providing 2 lanes northbound with parking on west side of street. (Northbound portion of couplet).

) --- 30-foot roadway providing 2 lanes with two way traffic.

as above.

consists of the following:

iminary including utility adjustments as required.

traffic signal and incidental work common to this type

perform all engineering with monitoring by State forces.

, Water Development, Historical and Recreational Areas:

al Airport (McNary Field) is inside the City limits and lies
s of this project, but the proposed facility will not cause
eration of the airport.

Statewide categorical exclusion concurred in by FHWA on

A-95 Review exempt under par. 5e.

FHPM 4-4-2 Requirements: Urban Transportation planning not applicable as the project will not result in an alteration of land use or traffic flow patterns which would require a significant change in planning completed or underway.

Accommodation of Utilities: A State-City Agreement executed complying with paragraph 6d(1) of PPM 30-4.1.

Maintenance: A State-City agreement complying with Section 116, Title 23 U.S.C. will be executed.

Note: 1) This project is Congressional District No. 2.
2) Included in FY '82 AP under "Projected Federal Fund Obligations & Balances".

3th St. S.E. @ Hoyt St. S.E. (Salem) Sec.

xisting Facility: Bituminous surfaced curbed intersection controlled by top signs on Hoyt St.

3th St. S.E. (FAU 1555) --- 30-foot curbed roadway providing 2 lanes northbound with parking on west side of street. (Northbound portion of couplet).

oyt St. S.E. (FAU 1575) --- 30-foot roadway providing 2 lanes with two way traffic.

djacent Sections: Same as above.

oject Data: The work consists of the following:

1) All phases of preliminary including utility adjustments as required.
2) Install two phase traffic signal and incidental work common to this type of project.

te: City forces will perform all engineering with monitoring by State forces.

stem Action, Railroads, Water Development, Historical and Recreational Areas: ne involved.

rports: Salem Municipal Airport (McNary Field) is inside the City limits and lies sterly within two miles of this project, but the proposed facility will not cause conflict with the operation of the airport.

CFR 771 Requirements: Statewide categorical exclusion concurred in by FHWA on bruary 25, 1980.

M 4-1-4 Requirements: A-95 Review exempt under par. 5e.

FHPM 4-4-2 Requirements: Urban Transportation plann applicable as the project will not result in an alte of land use or traffic flow patterns which would req significant change in planning completed or underway

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Note: 1) This project is Congressional District No.
2) Included in FY '82 AP under "Projected Fe Fund Obligations & Balances".

Budget Bureau No. 41-R2067; Approval Expires February 28, 19

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

August 2, 1982

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
City St., 13th St. S.E. @ Hoyt St. S.E. (Salem)		12,500*	----	---	10	Oregon	41	141	2013

OSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Signal								HES-	1555	(6)		

UNDS	COUNTY NAME	CODE	PROGRAM STAGE
Hazard Elimination Program	Marion	047	

	ROUTE NO.	FEDERAL-AID	STATE	U.S.	
Salem	U	1555	City St.	----	☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS (City)	CHARACTER OF PROPOSED WORK (Full description)
PE			0.00	10,000	9,000		1,000	
ROW								
CONST (CODE) Y033		"13th St. S.E. @ Hoyt St. S.E. (Salem) Sec."	0.00	60,000	54,000		6,000	ROW- 60' min.; Access Control-none. Parking Restrictions partial.
D BY DRH		PROJECT TOTALS	0.00	70,000	63,000		7,000	

APPROVAL DATES 9-25-81

REMARKS

*Entering Intersection

Budget Bureau No. 41-R2067; Approv

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

August 2, 1982

U.S. DEPAR
BUR

FEDERAL - AID PROGRAM DATA
(PPM 21-1)

CARD 2

REPORT NUMBER (19) (20)

PROJECT LOCATION (45 typewriter spaces) 21 65: City St., 13th St. S.E. @ Hoyt St. S.E. (Salem)

ADT

PRESENT: 12,500*

FUTURE (66) (70): ----

YEAR (71) (72): ---

REGION: 10

STATE NAME: Oregon

ST
CO
(2)

CARD 3

CHARACTER OF PROPOSED WORK (35 typewriter spaces) 35 62: PE, Traffic Signal

NATL. FOREST (63) (65)

FH ROUTE NO. (66) (68)

SUPV AGCY (69)

DA CLASSIF. (70)

DA AREA (71)

EMERG. YR. (72) (73)

PL. AUTH YR (74) (75)

PROJECT NUMBER

PREFIX LETTER(S) 14 23: HES-

NUMBER 7: 1555

SEQ (6

CARD 4

CLASS OF FEDERAL FUNDS: Hazard Elimination Program

COUNTY NAME: Marion

CODE (14) (16): 047

NAME OF URBAN AREA 17-31: Salem

ROUTE NO.: U

FEDERAL-AID: 1555 (32)

STATE: City St. (36) (37)

U.S.: ---- (41)

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS (City)
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (75)		
5					**PE**			0.00	10,000	9,000		1,000
5					**ROW**							
5					**CONST** (CODE) Y033		"13th St. S.E. @ Hoyt St. S.E. (Salem) Sec."	0.00	60,000	54,000		6,000

ROW-
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part

CARD	CODE	PREPARED BY		MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1	DRH	PROJECT TOTALS	0.00	70,000	63,000		7,000
1	14	PROGRAM APPROVAL DATES 9-25-81			(16) (23)	(24) (33)		

REMARKS

*Entering Intersection

USCO

t. S.E. (Salem) Sec.

tuminous surfaced curbed intersection controlled by

5) --- 30-foot curbed roadway providing 2 lanes northbound
with parking on west side of street. (Northbound
portion of couplet).

5) --- 30-foot roadway providing 2 lanes with two way traffic.

ne as above.

consists of the following:

liminary including utility adjustments as required.

traffic signal and incidental work common to this type

perform all engineering with monitoring by State forces.

s, Water Development, Historical and Recreational Areas:

pal Airport (McNary Field) is inside the City limits and lies
es of this project, but the proposed facility will not cause
peration of the airport.

: Statewide categorical exclusion concurred in by FHWA on

: A-95 Review exempt under par. 5e.

FHPM 4-4-2 Requirements: Urban Transportation planning not applicable as the project will not result in an alteration of land use or traffic flow patterns which would require a significant change in planning completed or underway.

Accommodation of Utilities: A State-City Agreement executed complying with paragraph 6d(1) of PPM 30-4.1.

Maintenance: A State-City agreement complying with Section 116, Title 23 U.S.C. will be executed.

Note: 1) This project is Congressional District No. 2.
2) Included in FY '82 AP under "Projected Federal Fund Obligations & Balances".

3th St. S.E. @ Hoyt St. S.E. (Salem) Sec.

xisting Facility: Bituminous surfaced curbed intersection controlled by top signs on Hoyt St.

3th St. S.E. (FAU 1555) --- 30-foot curbed roadway providing 2 lanes northbound with parking on west side of street. (Northbound portion of couplet).

oyt St. S.E. (FAU 1575) --- 30-foot roadway providing 2 lanes with two way traffic.

djacent Sections: Same as above.

roject Data: The work consists of the following:

1) All phases of preliminary including utility adjustments as required.
2) Install two phase traffic signal and incidental work common to this type of project.

ote: City forces will perform all engineering with monitoring by State forces.

ystem Action, Railroads, Water Development, Historical and Recreational Areas: one involved.

irports: Salem Municipal Airport (McNary Field) is inside the City limits and lies asterly within two miles of this project, but the proposed facility will not cause ny conflict with the operation of the airport.

3 CFR 771 Requirements: Statewide categorical exclusion concurred in by FHWA on bruary 25, 1980.

PM 4-1-4 Requirements: A-95 Review exempt under par. 5e.

FHPM 4-4-2 Requirements: Urban Transportation plan applicable as the project will not result in an alt of land use or traffic flow patterns which would re significant change in planning completed or underwa

Accommodation of Utilities: A State-City Agreement complying with paragraph 6d(1) of PPM 30-4.1.

Maintenance: A State-City agreement complying with 116, Title 23 U.S.C. will be executed.

Note: 1) This project is Congressional District No
2) Included in FY '82 AP under "Projected Fe Fund Obligations & Balances".

Budget Bureau No. 41-R2067; Approval Expires February 28, 19

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERC
BUREAU OF PUBLIC ROADS

August 2, 1982

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces): City St., 13th St. S.E. @ Hoyt St. S.E. (Salem)

ADT PRESENT: 12,500*

FUTURE: ----

YEAR: ---

REGION: 10

STATE NAME: Oregon

STATE CODE: 41

APPN CODE: 141

ITEM NO.: 2013

POSED WORK (35 typewriter spaces): Signal

NATL. FOREST:

FH ROUTE NO.:

SUPV AGCY:

DA CLASSIF.:

DA AREA:

EMERG. YR.:

PL. AUTH YR:

PROJECT NUMBER — PREFIX LETTER(S): HES- NUMBER: 1555 SEQ. NO.: (6)

I. Projects Only — POST MI.: DESIG.:

FUNDS: Hazard Elimination Program

COUNTY NAME: Marion CODE: 047

Salem

ROUTE NO.: U

FEDERAL-AID: 1555

STATE: City St.

U.S.: ----

PROGRAM STAGE ☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS (City)	CHARACTER OF PROPOSED WORK (Full description)
43 46	53		(54) (58)	(59) (66)	(67) (75)			
PE			0.00	10,000	9,000		1,000	
ROW								
CONST (CODE) Y033		"13th St. S.E. @ Hoyt St. S.E. (Salem) Sec."	0.00	60,000	54,000		6,000	ROW- 60' min.; Access Control-none. Parking Restriction partial.
BY DRH		PROJECT TOTALS	0.00	70,000	63,000		7,000	
				(16) (23)	(24) (33)			

APPROVAL DATES: 9-25-81

REMARKS

*Entering Intersection

Budget Bureau No. 41-R2067; Approv

U.S. DEPAR
BURE

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

August 2, 1982

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21: City St., 13th St. S.E. @ Hoyt St. S.E. (Salem) 65	ADT	PRESENT: 12,500*	FUTURE (66) (70): ---- YEAR (71) (72): ---	REGION: 10	STATE NAME: Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26: PE, Traffic Signal 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER: PREFIX LETTER(S) 14: HES- 28	NUMBER 7: 1555	SEQ. (6

CARD 4	CLASS OF FEDERAL FUNDS: Hazard Elimination Program		COUNTY NAME: Marion		CODE: 047 (14) (16)
	NAME OF URBAN AREA 17-31: Salem	ROUTE NO. U	FEDERAL-AID: 1555 (32)	STATE: City St. (36) (37)	U.S.: ---- (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK: CLASS	WORK: TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS (City)
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (75)		
5					PE			0.00	10,000	9,000		1,000
5					ROW							
5					CONST (CODE) Y033		"13th St. S.E. @ Hoyt St. S.E. (Salem) Sec."	0.00	60,000	54,000		6,000

ROW-
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part

CARD 1	CODE 1	PREPARED BY: DRH	PROJECT TOTALS	0.00	70,000	63,000	7,000
1	14	PROGRAM APPROVAL DATES: 9-25-81			(16) (23)	(24) (33)	REMARKS

*Entering Intersection

USCO

. S.E. (Salem) Sec.

uminous surfaced curbed intersection controlled by

) --- 30-foot curbed roadway providing 2 lanes northbound
with parking on west side of street. (Northbound
portion of couplet).

) --- 30-foot roadway providing 2 lanes with two way traffic.

e as above.

consists of the following:

liminary including utility adjustments as required.

traffic signal and incidental work common to this type

perform all engineering with monitoring by State forces.

s, Water Development, Historical and Recreational Areas:

pal Airport (McNary Field) is inside the City limits and lies
es of this project, but the proposed facility will not cause
peration of the airport.

Statewide categorical exclusion concurred in by FHWA on

A-95 Review exempt under par. 5e.

FHPM 4-4-2 Requirements: Urban Transportation planning not applicable as the project will not result in an alteration of land use or traffic flow patterns which would require a significant change in planning completed or underway.

Accommodation of Utilities: A State-City Agreement executed complying with paragraph 6d(1) of PPM 30-4.1.

Maintenance: A State-City agreement complying with Section 116, Title 23 U.S.C. will be executed.

Note: 1) This project is Congressional District No. 2.
2) Included in FY '82 AP under "Projected Federal Fund Obligations & Balances".

3th St. S.E. @ Hoyt St. S.E. (Salem) Sec.

xisting Facility: Bituminous surfaced curbed intersection controlled by op signs on Hoyt St.

th St. S.E. (FAU 1555) --- 30-foot curbed roadway providing 2 lanes northbound with parking on west side of street. (Northbound portion of couplet).

yt St. S.E. (FAU 1575) --- 30-foot roadway providing 2 lanes with two way traffic.

jacent Sections: Same as above.

oject Data: The work consists of the following:

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rports: Salem Municipal Airport (McNary Field) is inside the City limits and lies sterly within two miles of this project, but the proposed facility will not cause y conflict with the operation of the airport.

CFR 771 Requirements: Statewide categorical exclusion concurred in by FHWA on bruary 25, 1980.

PM 4-1-4 Requirements: A-95 Review exempt under par. 5e.

FHPM 4-4-2 Requirements: Urban Transportation plann applicable as the project will not result in an alte of land use or traffic flow patterns which would req significant change in planning completed or underway

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Budget Bureau No. 41-R2067; Approval Expires February 28,

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERC
BUREAU OF PUBLIC ROAD

August 2, 1982

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
City St., 13th St. S.E. @ Hoyt St. S.E. (Salem)		12,500*	----	---	10	Oregon	41	141	2013

POSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Signal								HES-	1555	(6)		

FUNDS	COUNTY NAME	CODE	PROGRAM STAGE
Hazard Elimination Program	Marion	047	☐ 1 OR ☐ 2

	ROUTE NO.	FEDERAL-AID	STATE	U.S.
Salem	U	1555	City St.	----

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS (City)	CHARACTER OF PROPOSED WORK (Full description)
PE			0.00	10,000	9,000		1,000	
ROW								
CONST (CODE) Y033		"13th St. S.E. @ Hoyt St. S.E. (Salem) Sec."	0.00	60,000	54,000		6,000	ROW- 60' min.; Access Control-none Parking Restrictio partial.
D BY DRH		PROJECT TOTALS	0.00	70,000	63,000		7,000	

APPROVAL DATES 9-25-81

REMARKS

*Entering Intersection

Budget Bureau No. 41-R2067; A
U.S. D

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

August 2, 1982

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

CARD 2	REPORT NUMBER (10) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65 City St., 13th St. S.E. @ Hoyt St. S.E. (Salem)	ADT	PRESENT 12,500*	FUTURE (66) (70) ----	YEAR (71) (72) ---	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62 PE, Traffic Signal	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER (S) 14 23 HES-	NUMBER 7 1555

CARD 4	CLASS OF FEDERAL FUNDS Hazard Elimination Program			COUNTY NAME Marion		CODE (14) 047
	NAME OF URBAN AREA 17-31 Salem	ROUTE NO. U	FEDERAL-AID 1555	STATE (32) (36) City St.	U.S. (37) ----	

ESTIMATED PROJECT COST BY PHASES

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS (City)
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**			0.00	10,000	9,000		1,000
5					**ROW**							
5					**CONST** (CODE) Y033		"13th St. S.E. @ Hoyt St. S.E. (Salem) Sec."	0.00	60,000	54,000		6,000
CARD 1	CODE 1	PREPARED BY DRH					PROJECT TOTALS	0.00	70,000	63,000		7,000
1	14	PROGRAM APPROVAL DATES 9-25-81							(16) (23)	(24) (33)		

REMARKS

*Entering Intersection

. S.E. (Salem) Sec.

uminous surfaced curbed intersection controlled by

) --- 30-foot curbed roadway providing 2 lanes northbound with parking on west side of street. (Northbound portion of couplet).

) --- 30-foot roadway providing 2 lanes with two way traffic.

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consists of the following:

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traffic signal and incidental work common to this type

perform all engineering with monitoring by State forces.

s, Water Development, Historical and Recreational Areas:

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es of this project, but the proposed facility will not cause
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: Statewide categorical exclusion concurred in by FHWA on

: A-95 Review exempt under par. 5e.

FHPM 4-4-2 Requirements: Urban Transportation planning not applicable as the project will not result in an alteration of land use or traffic flow patterns which would require a significant change in planning completed or underway.

Accommodation of Utilities: A State-City Agreement executed complying with paragraph 6d(1) of PPM 30-4.1.

Maintenance: A State-City agreement complying with Section 116, Title 23 U.S.C. will be executed.

Note: 1) This project is Congressional District No. 2.
2) Included in FY '82 AP under "Projected Federal Fund Obligations & Balances".

13th St. S.E. @ Hoyt St. S.E. (Salem) Sec.

Existing Facility: Bituminous surfaced curbed intersection controlled by stop signs on Hoyt St.

13th St. S.E. (FAU 1555) --- 30-foot curbed roadway providing 2 lanes northbound with parking on west side of street. (Northbound portion of couplet).

Hoyt St. S.E. (FAU 1575) --- 30-foot roadway providing 2 lanes with two way traffic.

Adjacent Sections: Same as above.

Project Data: The work consists of the following:

1) All phases of preliminary including utility adjustments as required.
2) Install two phase traffic signal and incidental work common to this type of project.

Note: City forces will perform all engineering with monitoring by State forces.

System Action, Railroads, Water Development, Historical and Recreational Areas: None involved.

Airports: Salem Municipal Airport (McNary Field) is inside the City limits and lies asterly within two miles of this project, but the proposed facility will not cause ny conflict with the operation of the airport.

3 CFR 771 Requirements: Statewide categorical exclusion concurred in by FHWA on ebruary 25, 1980.

HPM 4-1-4 Requirements: A-95 Review exempt under par. 5e.

FHPM 4-4-2 Requirements: Urban Transportation planni applicable as the project will not result in an alter of land use or traffic flow patterns which would requ significant change in planning completed or underway.

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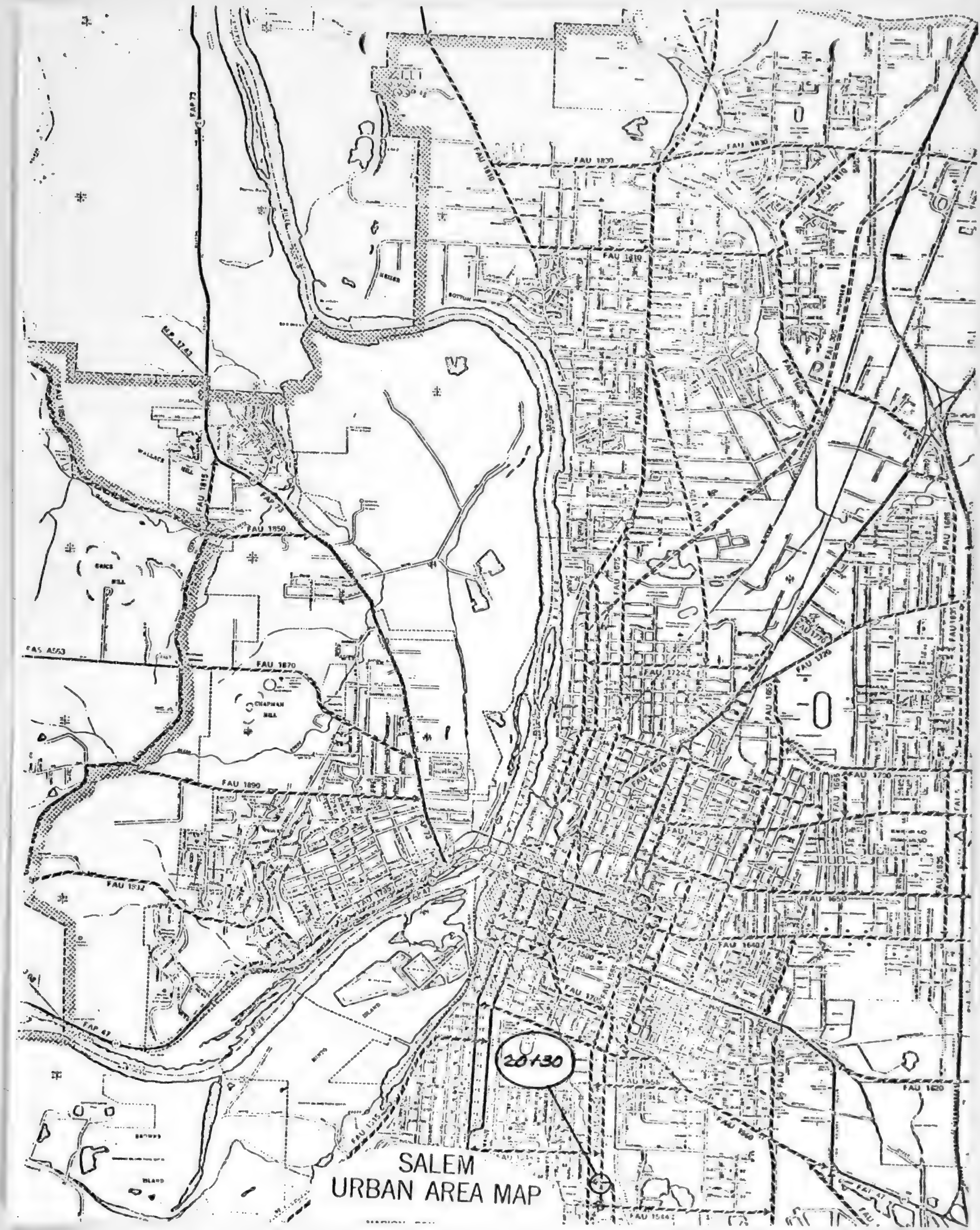
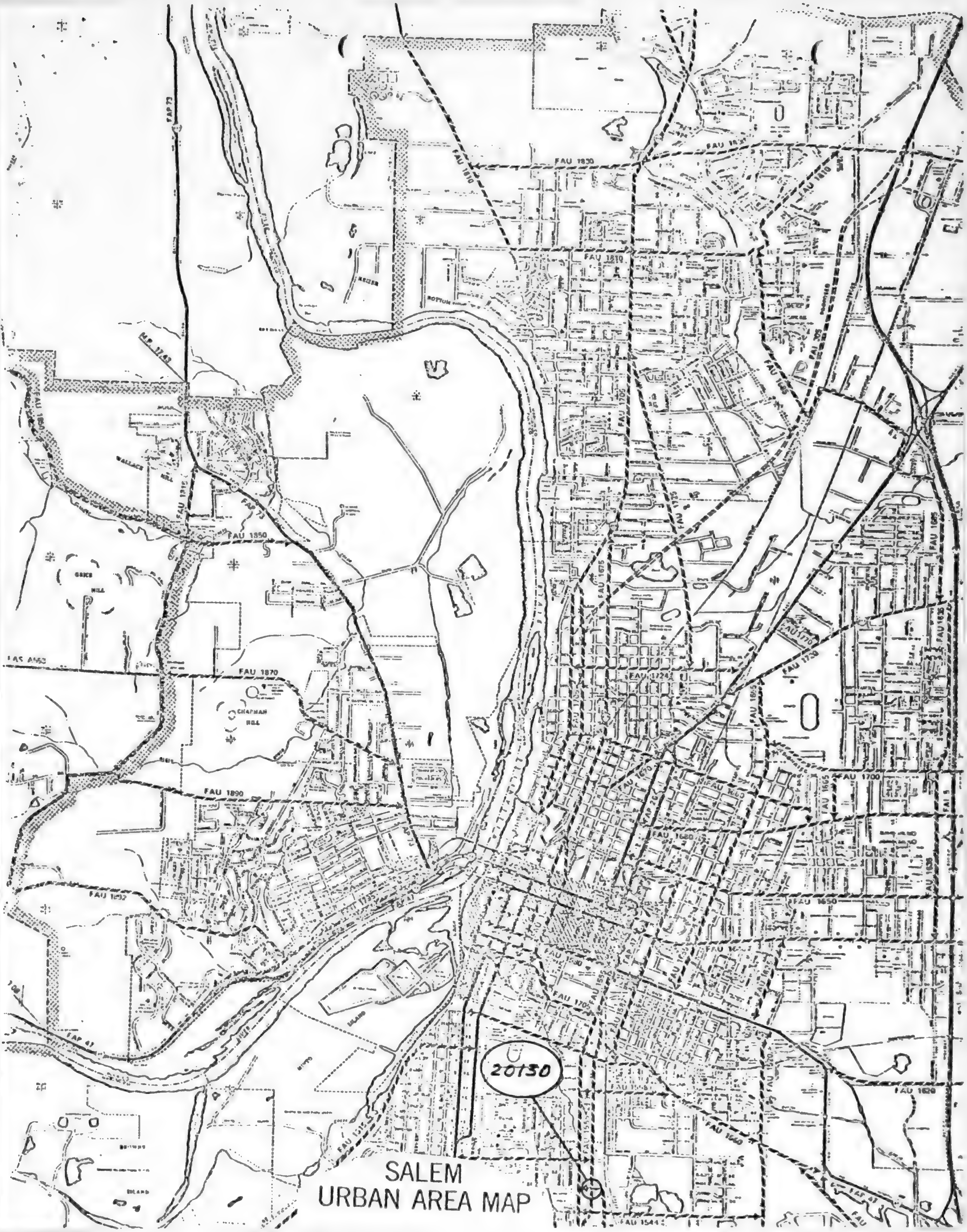


SALEM
URBAN AREA MAP
U
20130
FAU 1830
FAU 1810
FAU 1950
FAS A553
FAU 1870
FAU 1890
FAU 1532
FAP 47
FAU 1720
FAU 1700
FAU 1650
FAU 1640
FAU 1620



FAU 1830
FAU 1810
FAP 72
FAU 1850
FAU 1870
CHAPMAN HILL
FAU 1890
FAU 1892
FAP 47
FAU 1720
FAU 1700
FAU 1680
FAU 1660
FAU 1650
FAU 1705
FAU 1620
FAU 1544
20130

SALEM
URBAN AREA MAP

Salem

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: 13th Street @ Hoyt St (Salem)

HIGHWAY NAME: 13th Street

HIGHWAY NUMBER: FAU 1555

REGION: 2

ADMINISTRATIVE DISTRICT: 3

COUNTY: Marion

CITY: Salem

LENGTH: 0.1 mi

MILEPOST NUMBER: TO

☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: City of Salem

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER Title II

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☐ STRUCTURE ☒ SIGN ☒ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

The project is to install a signal at the intersection of 13th Street and Hoyt Street. City will do the preliminary engineering and construction engineering.

REFERRED TO

Beard Stoudenmeyer

Cole Mann

Eriksen 1 Watson

Hager Dorn Leu

Return Discuss Do File Due

BY FINAL DESIGN ENGINEER

1 Verstoeg ✓

Anderson

2 Adams

3 Olson WK

Sullivan

Terpin

Trost

4 Wakerlig

RECEIVED

SEP 2 1982

ROAD DESIGN SECTION

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1980 Hrly Volumes (502-958)*

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 35

DESIGN STANDARDS: AASHTO

TRAFFIC ANALYSIS: ☒ LIGHT ☐ MEDIUM ☐ HEAVY

*Traffic count hourly from signal warrant investigation.

APPROVED

Frank E. Terpin

Location Engineer

Date 2/16/82

FORM 734-1730 (12-78) Page 1

3 - FEATURES

	13th	Hoyt	
	EXISTING NUMBER AND WIDTH		PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2(12')	2(12')	Same as Existing
SHOULDERS			
MEDIANS	None		
PARKING LANES	2(8')	2(10')	Same as Existing
SIDEWALKS	2(5')	2(5')	Same as Existing
BIKEWAYS	Bikes use shldr/parking		Same as Existing
INTERCHANGES	None		
OTHER:	None		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☒	☐	☐
Signing	☒	☐	☐
Illumination Existing	☒	☐	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River ____________	☐	☒	☐
Stream ____________	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☐	☒	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ______	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type Power, telephone, water, sewer, gas

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☒	☐	☐
RIGHT-OF-WAY	☐ N/A	☐	☐
CONSTRUCTION ENGINEERING	☒	☐	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	—
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	—
CORRIDOR APPROVAL	( )	—
FIELD SURVEY	(2)	2
PRELIMINARY DESIGN	( )	—
DESIGN APPROVAL/FINAL EIS	( )	—
RIGHT-OF-WAY DESCRIPTIONS	( )	—
RIGHT-OF-WAY ACQUISITION	( )	—
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE	______ (Region)	______ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
N/A		

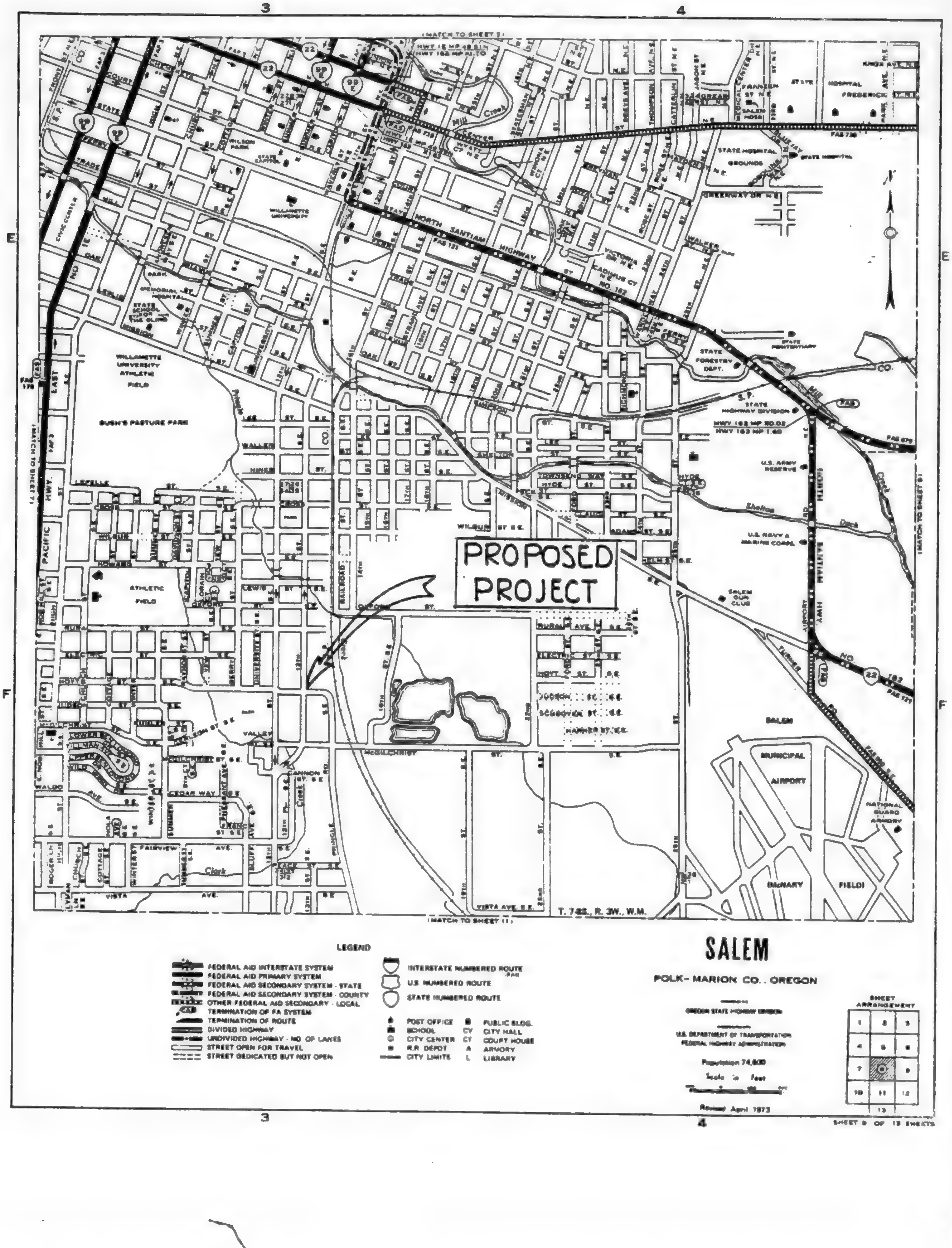
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	6,100	12.000
RIGHT OF WAY		
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER Signal	60,000	60.000
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	66,100	72.000

SUBMITTED BY


PROPOSED
PROJECT
SALEM
POLK-MARION CO., OREGON
OREGON STATE HIGHWAY DIVISION
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Population 74,800
Scale in Feet
Revised April 1973
SHEET 8 OF 13 SHEETS
SHEET ARRANGEMENT
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM - STATE
FEDERAL AID SECONDARY SYSTEM - COUNTY
OTHER FEDERAL AID SECONDARY - LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY - NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CV CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
(MATCH TO SHEET 5)
(MATCH TO SHEET 11)
(MATCH TO SHEET 7)
(MATCH TO SHEET 9)
T. 7-8S., R. 3W., W.M.
3
4
E
F
NORTH SANTIAM HIGHWAY
WILLAMETTE UNIVERSITY
STATE CAPITOL
WILLAMETTE UNIVERSITY ATHLETIC FIELD
BUSH'S PASTURE PARK
ATHLETIC FIELD
STATE HOSPITAL GROUNDS
STATE PENITENTIARY
STATE FORESTRY DEPT.
STATE HIGHWAY DIVISION
U.S. ARMY RESERVE
U.S. NAVY & MARINE CORPS
SALEM GUN CLUB
SALEM MUNICIPAL AIRPORT
McNARY FIELD
NATIONAL GUARD ARMORY
MEMORIAL HOSPITAL
PACIFIC HWY.
AIRPORT WAY
MISSION
McGILCHRIST
VISTA AVE.
FAIRVIEW AVE.
OXFORD ST.
Mill Creek
Clark
Shelton Ditch

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
PRO 6

TO: D. H. Moehring
Assistant State Highway Engineer
Program Management Branch

DATE: July 23, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Project
Title II Hazard Elimination Program
13th St. S.E. @ Hoyt St. S.E. (Salem)
Marion County

Attached is programming data for a project to install a traffic signal at the subject location.

The State Highway Engineer approved the project under delegated authority on July 21, 1982. The proposed work has a favorable benefit/cost ratio.

Please secure Federal Highway Administration authorization for this work and update the PMS.

ORIGINAL SIGNED BY L. E. GEORGE

City Engr.

L. E. GEORGE - TRAFFIC ENGINEER

RHB:np
Att.
cc: F. E. Terpin
G. A. Potter
C. O. Fredrickson
✓ M. C. Holmes - Agreement needed

C&A # 7729
Agreement draft to typist 8-4-82.
4 hours
no prefix yet.

PROGRAM MANAGEMENT SECTION
DHM ☐ DES ☐
SHM ☐ MJK ☐ DNH ☐
JUL 27 1982
REFERRED TO
FOR
FILE: PM FA LG.

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
PRO 6

TO: H. S. Coulter
State Highway Engineer

DATE: July 19, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Project

The City of Salem has requested a project to install a traffic signal on 13th Street SE at Hoyt Street SE. Construction will be by contract with ~~State~~ City Forces performing all phases of engineering.

In summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds	Local Funds
City	13th St. SE @ Hoyt St. SE (Salem) Marion County	$60,000	$54,000	0	$6,000

The project has been investigated and is eligible for funding under the Title II, Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L E George

L. E. GEORGE - TRAFFIC ENGINEER

RHB:klh
Att.

APPROVED:
H S Coulter
State Highway Engineer
DATE: 7/21/82

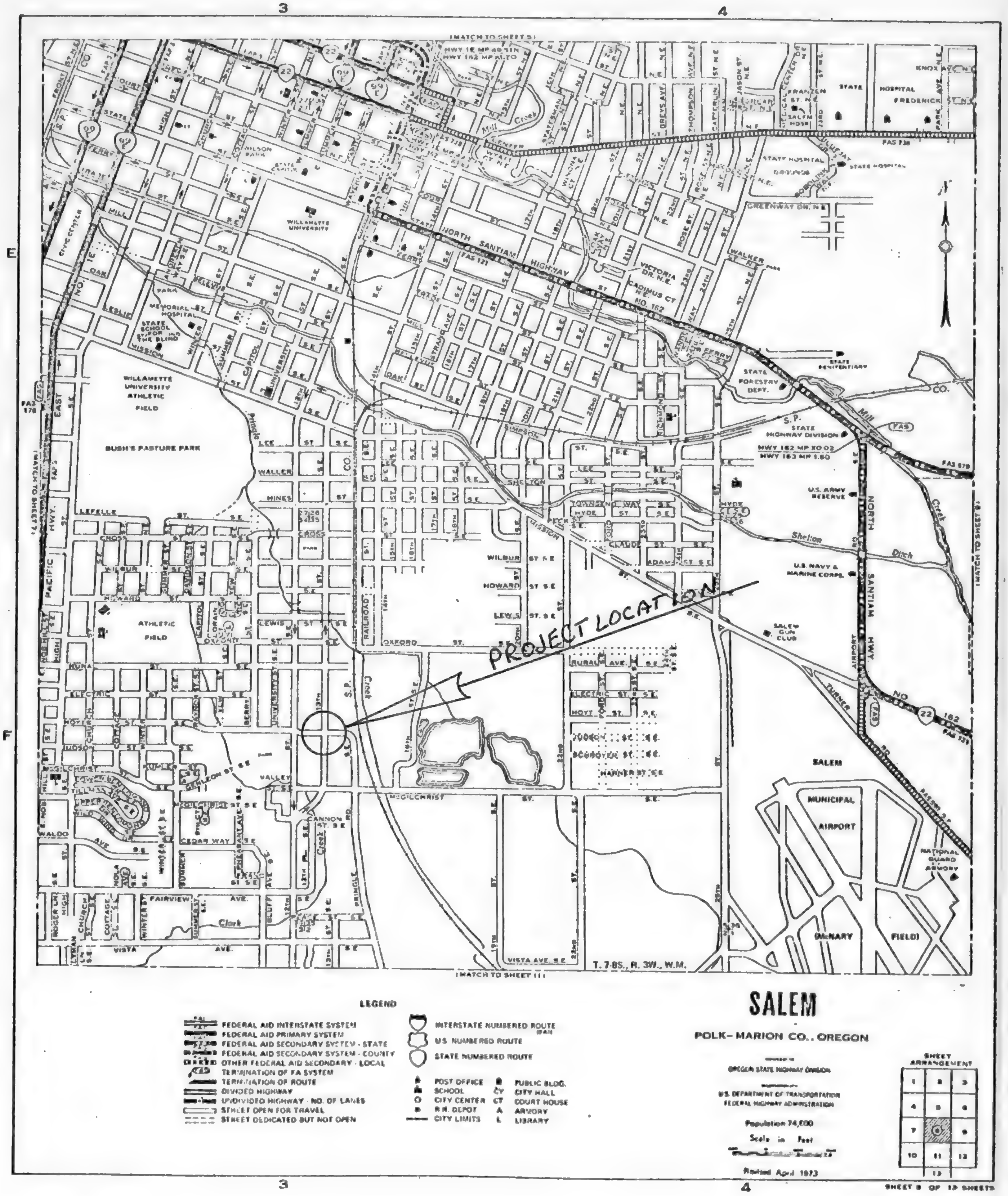
RECEIVED
STATE HWY ENGR
JUL 21 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to Thomson
cy Dierigs
file

NOTED
GLEN L. CLARK

L. E. GEORGE

RECEIVED
JUL 2? 1982
TRAFFIC ENGINEERING


3
4
(MATCH TO SHEET 5)
E
F
(MATCH TO SHEET 7)
(MATCH TO SHEET 9)
(MATCH TO SHEET 11)
HWY 1E MP 49.51N
HWY 162 MP X1.70
WILLAMETTE UNIVERSITY
NORTH SANTIAM HIGHWAY
STATE HOSPITAL
SALEM HOSP.
MEMORIAL HOSPITAL
STATE SCHOOL FOR THE BLIND
WILLAMETTE UNIVERSITY ATHLETIC FIELD
BUSH'S PASTURE PARK
ATHLETIC FIELD
STATE PENITENTIARY
STATE FORESTRY DEPT.
STATE HIGHWAY DIVISION
HWY 162 MP X0.02
HWY 163 MP 1.60
U.S. ARMY RESERVE
U.S. NAVY & MARINE CORPS
SALEM GUN CLUB
NATIONAL GUARD ARMORY
SALEM MUNICIPAL AIRPORT (McNARY FIELD)
Mill Creek
Shelton Ditch
Clark Creek
MISSION
MCGILCHRIST
CANNON ST. S.E.
PRINGLE
VISTA AVE. S.E.
FAIRVIEW AVE.
AIRPORT RD.
TURNER RD.
T. 7-8S., R. 3W., W.M.
PROJECT LOCATION
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM - STATE
FEDERAL AID SECONDARY SYSTEM - COUNTY
OTHER FEDERAL AID SECONDARY - LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY - NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
SALEM
POLK-MARION CO., OREGON
OREGON STATE HIGHWAY DIVISION
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Population 74,000
Scale in Feet
Revised April 1973
SHEET ARRANGEMENT
1
2
3
4
5
6
7
9
10
11
12
13
SHEET 8 OF 13 SHEETS

1985 Grande Ronde River (Powwatka) Bridge Sec. of Troy Rd. 10,177
(Grading, surfacing & structure)

C&A 8242 9-21-84
12-11-85

10,177

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS

DATE: 6/4/91

COUNTY: Wallowa

AGREEMENT NO.: 8242

PROJECT NO.: RS-B630(3)
BRS-RS-B630(4)

CONTRACT NO.: 10177

SECTION: Grand Ronde River (Powwatta) Bridge

PRELIMINARY ENGINEERING PREFIX C532-1911

	Participating	Nonparticipating
Project Manager	$ 2,342.62	$
Final Design	3,975.08	
Program Section	102.41	
Environmental Section	1,684.40	
Structural Foundations	3,385.94	
Base Design	61.22	
Hydraulics	2,310.40	
Permit Preparation	49.89	
Free Bridge Design	21,658.53	156.90
Free Specifications	2,239.35	
Total P. E. Cost	$ 37,809.84	$ 156.90
Less State Share	-23,897.88	-156.90
Total P. E. Cost to County	$ 13,911.96	$ 0.00

CONSTRUCTION PREFIX C10177

	Participating	Nonparticipating
Payment to Contractor	$ 484,540.21	$
Construction Office	666.68	
Field Engineering	49,596.96	397.73
Technical Services	6,523.12	
Program Section	58.75	
Materials Testing	13,579.37	
Interest of Final Payment		94.78
Permit Preparation	81.19	
Total Construction Cost	555,046.28	492.51
Less State Share	0.00	-198.86
Total Construction Cost to County	$ 555,046.28	$ 293.65

Total P.E. Cost	$ 13,911.96
Total Const. Cost	555,046.28
Total Cost	$ 568,958.24

Federal Funds:		
P.E. (88.15%)	$ 12,263.39	
Const. (88.15%)	330,202.83	
Const. (80%)	144,363.44	-486,829.66
Subtotal		$ 82,128.58
Less State Share 1/2 Balance		-41,064.29
Plus Nonparticipating Cost		293.65
Less County's Advance Deposit:		
Const. AD #85-145	$ 26,000.00	
Const. AD #85-158	15,350.00	
Additional Payments	356.01	-41,706.01
Refund to County		$ 348.07

MKS:pk

10,177

6-21-90

```
EMLN092          EXPENDITURE ACCOUNT TABLE MAINTENANCE INQUIRY          06/21/90
FUNCTION: V   V=VIEW A=ADD C=CHG D=DEL P=PRINT R=RECALL TRANS X=REPLICATE
AGENCY  : 02  EA: C10177   SUB.OBJ: 030          E=VIEW BATCH ERRORS
RELATED EA  : K02572  RELATED S.: 500    EA DTL FLAG :        FUEL TYPE   :
START DATE  :             RESP UNIT : 8036    ASSIGN UNIT :        FED AID STAT: Y
END DATE    :             ITEM CODE :         FINAL STATUS:        BI END IND  : 0
EA AUTH DATE: 11 26 85 EA TYPE    : 16     EA STATUS   : 04     PRT SEL IND :
01: GRANDE RONDE R(POWWA
02: BRS RS-BA30(4)
03: FOR STATE ONLY (TRAVEL ADVANCES 9,075.00) WHICH SHOULD NOT BE CLIAMED
04: AS PARTICIPATING
05: PROJECT COMPLETED: 12 23 87
06:
07:
E-LINE BIENNIUM  PROGRAM   APPN  FUND   AGREEMENT PERCENT
01:        21    0203001001 202 410 01 0   T06637   100.00
02:                                                            CREATE DATE: 11/22/89
03:                                                            LAST UPDATE: 11/22/89
04:                                                            LAST OPID  : YIH2
05:                                                            LAST AUTH  : AMA2
PF1=ENTER/RETAIN  PF2=DELETE TRAN  PF3=[illegible]     PF4=OVERRIDE      PF6 =MMS/AUX
PF7=BACKWARD      PF8=FORWARD      PF9=E-LINE BWD PF10=E-LINE FWD  PF11=MENU
```

10,177

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 7-70	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089 State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 7-13-88	County Wallowa
MODIFICATION NUMBER 2		Project Number BRS-RS-B630(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 6, 19 86, is hereby modified as follows:

	Former amount	Revised amount	
Estimated total cost of project	$ 560,933.00	$ 565,933.00	
Federal funds	$ 332,325.00	$ 336,733.00	(075)
	147,146.00	147,146.00	(118)
Other revisions			

This modification is made for the following reasons: To include increase in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13TH day of JUL, 19 88.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ______ for

MANAGER, PROGRAM SECTION
(Title)

XXX FOR: DONALD E. FORBES, P.E.

STATE HIGHWAY ENGINEER
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
(Division Administrator)

FOR: DALE E. WILKEN

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 8, 1988

FEDERAL AID PROJECT NO. BRS-RS-B630(4)

Grande Ronde River (Powwatta) Bridge Section
County Road
Wallowa County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE E000
ROADWAY (STA. 88+50 TO STA. 91+96 AND STA. 94+06 TO STA. 97+00)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Guardrail, Type 2A	LF	$ 15.00	200	$ 3,000.00	213	$ 3,195.00
Loose Riprap Class 2000	CY	10.00	482.80	4,828.00	642.94	6,429.40
Filter Blanket	CY	15.00	40.80	612.00	57.596	863.94
Const. AC Wear Course (Force Account #1)	LS	2,759.54			All	2,759.54

Increase	$ 4,807.88
Subtotal from estimate on Nov. 18, 1987	66,964.18
Subtotal	$ 71,772.06
Engineering	10,227.94
Total	$ 82,000.00

TYPE CODE X031
STRUCTURE (BR. #16753) (STA. 91+96 TO STA. 94+06)

Subtotal as on estimate on December 30, 1985	$ 420,811.60
Engineering	63,121.40
Total	$ 483,933.00

Length of Project:		
	Roadway	0.121 mi.
	Bridge	0.040 mi.
	Total	0.161 mi.

SUMMARY OF FUNDS (88.15%)(80.00%)

Description	Group	Appn Code	Total Cost	Federal Funds	State Funds	County Funds
Roadway	1	075	$ 82,000.00	$ 72,283.00	$ 4,858.50	$ 4,858.50
Structure	1	075	300,000.00	264,450.00	17,775.00	17,775.00
Structure	2	118	183,933.00	147,146.00	18,393.50	18,393.50
Total			$ 565,933.00	$ 483,879.00	$ 41,027.00	$ 41,027.00

Group 011 = 68%; Group 021 = 32%
Contract No. 10,177
Prefix: C532-1911 (PE)
C10177 (Const.)

DLN:bkw

10,177

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 11-99		State Oregon
PROJECT REPORT NUMBER		County Wallowa
MODIFICATION NUMBER 1	11-23-87	Project Number BRS-RS-B630(4)

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 6, 19 86, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 551,117.00	$ 560,933.00
Federal funds	$ 327,999.00 143,219.00	$ 332,325.00 (075) 147,146.00 (118)
Other revisions		

This modification is made for the following reasons:

To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23RD day of NOV, 19 '87.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph N. Speight for

Manager, Program Section
(Title)

~~By~~ For: Larry Rulien

State Highway Engineer
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon November 18, 1987

Federal-Aid Project No. BRS-RS-B630(4)

Grande Ronde River (Powwatta) Bridge Section
County Road
Wallowa County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code E000
Roadway (Sta. 88+50 to Sta. 91+96 and 94+06 to Sta. 97+00)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Toe Trench Excavation	Cu. Yd.	$10.00	200	$2,000.00	421	$4,210.00
				$2,000.00		$4,210.00

Increase	$ 2,210.00
Subtotal from December 30, 1985	64,754.18
Subtotal	$ 66,964.18
Engineering	10,035.82
Total	$ 77,000.00

Type Code X031
Structure (Br. #16753)(Sta. 91+96 to Sta. 91+96 to 94+06)

Subtotal from Estimate on December 30, 1985	$420,811.60
Engineering	63,121.40
Total	$483,933.00

Length of Project:

Roadway -------------------	0.121 mi.
Bridge -------------------	0.040 mi.
Total	0.161 mi.

SUMMARY OF FUNDS (88.15%)(80.00%)

Description	Group	Appn Code	Total Cost	Federal Funds	State Funds	County Funds
Roadway	1	075	$ 77,000.00	$ 67,875.00	$ 4,562.50	$ 4,562.50
Structure	1	075	300,000.00	264,450.00	17,775.00	17,775.00
Structure	2	118	183,933.00	147,146.00	18,393.50	18,393.50
Total			$560,933.00	$479,471.00	$40,731.00	$40,731.00

Group 011 = 68%; Group 021 = 32%
Contract No. 10177
Prefix: C532-1911 (PE)
C10177 (Const.)

RLC:me

10,177

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	STATE Oregon
1-27-86	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY Wallowa
	1-6-86	PROJECT NO. BRS-RS-B630(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Grande Ronde River (Powwatka) Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-26-85	0.161
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
372,093.00 (075) $ 179,024.00 (118)	327,999.00 (075) $ 143,219.00 (118)

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Manager, Program Section
(Title)
XXX For: Larry Rulien
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator JAN 6 1986

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

S-File

Oregon State Highway Division
Salem, Oregon December 30, 1985

Federal Aid Project No. BRS-RS-B630(4)

Grande Ronde River (Powwatka) Br. Sec.
County Road in Wallowa County

PROJECT AGREEMENT ESTIMATE

Type Code E000
Roadway (Sta. 88+50 to Sta. 91+96 and Sta. 94+06 to Sta. 97+00)

Mobilization	Lump Sum	All	Lump Sum	$	6,750.00
Flaggers	Hour	12	1.00		12.00
Clearing and Grubbing	Lump Sum	All	Lump Sum		12,000.00
Toe Trench Excavation	Cu. Yd.	200	10.00		2,000.00
Embankment in Place	Cu. Yd.	5,420	4.00		21,680.00
Watering	M-Gal.	90	10.00		900.00
Grid-Rolled Aggregate Subbase, 12 Inches Thick	Sq. Yd.	2,750	2.50		6,875.00
Grid Roller	Hour	24	50.00		1,200.00
Aggregate Wearing Course, 4 Inches Thick	Sq. Yd.	2,500	3.00		7,500.00
Guardrail, Type 2A	Lin. Ft.	200	15.00		3,000.00
Guardrail Anchors, Type 1	Each	4	300.00		1,200.00
Rail End Pieces, Type C	Each	4	80.00		320.00
				$	63,437.00

Anticipated Items

Roadside Seeding and Mulching	All Required			$	1,000.00
EEO/Labor Compliance Monitoring (0.5% of Cont. Amt.)	All Required				317.18
				$	1,317.18
			Subtotal	$	64,754.18
			Engineering		8,741.82
			Total	$	73,496.00

Type Code X031
Structure (Bridge No. 16753)(Sta. 91+96 to 94+06)

Mobilization	Lump Sum	(85%)	Lump Sum	$	38,250.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum		500.00
Temporary Signs	Sq. Ft.	116	10.00		1,160.00
Temporary Barricades	Each	8	80.00		640.00

Flaggers	Hour	68	1.00		68.00
Guardrail, Type 3	Lin. Ft.	100	25.00		2,500.00
Loose Riprap, Class 2000	Cu. Yd.	710	10.00		7,100.00
Filter Blanket	Cu. Yd.	60	15.00		900.00
Bridge Removal Work	Lump Sum	All	Lump Sum		1,000.00
Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum		12,000.00
Structure Excavation	Cu. Yd.	440	1.00		440.00
Structure Excavation Below Elevations Shown	Cu. Yd.	44	25.00		1,100.00
Structural Concrete, Class 3300 (125 Cu. Yd.)	Lump Sum	All	Lump Sum		25,000.00
Structural Concrete, Class 4000	Lump Sum	All	Lump Sum		61,000.00
Expansion Joint, Single Strip Seal	Lin. Ft.	34	150.00		5,100.00
Reinforcement (37,100 lbs.)	Lump Sum	All	Lump Sum		15,900.00
Coated Reinforcement (16,500 lbs.)	Lump Sum	All	Lump Sum		8,000.00
4'x55'/60' Prestressed Slabs	Each	7	4,500.00		31,500.00
Structural Steel	Lump Sum	All	Lump Sum		180,000.00
Bearing Devices, Bent 2	Each	3	2,000.00		6,000.00
Bearing Devices, Bent 3	Each	3	2,000.00		6,000.00
Two-tube Steel Railing	Lin. Ft.	416	35.00		14,560.00
				$	418,718.00

Anticipated Items

EEO/Labor Compliance Monitoring (0.5% Cont. Amt.)	All Required		$	2,093.60
		Subtotal	$	420,811.60
		Engineering		56,809.40
		Total	$	477,621.00

Length of Project:	Roadway	0.121 miles
	Bridge	0.040 miles
Total		0.161 miles

Cost of Roadway Per Mile	$ 607,404.96

SUMMARY OF FUNDS

Description	Group	Appn Code	Total Cost	Federal Funds	State Funds	County Funds
Roadway	1	075	$ 73,496.00	$ 64,786.00	$ 4,355.00	$ 4,355.00
Structure	1	075	298,597.00	263,213.00	17,692.00	17,692.00
Structure	2	118	179,024.00	143,219.00	17,902.00	17,903.00
Total			$ 551,117.00	$ 471,218.00	$ 39,949.00	$ 39,950.00

Group 011 = 68%   Group 021 = 32%

Contract No. 10177
Prefix: C532-1911 (PE)
C10177 (Const.)
DRH:bkb

10,177

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-3347

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, Oregon 97310

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

STATE Oregon	**FEDERAL AID PROJECT NO.** BRS RS B-630(4)
PROGRAM APPROVED	**VOUCHER PERIOD** From: 12/19/85 To: 11/23/87

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 180,550.27	$180,550.27	80%	$ 144,363.44	$ 144,363.44	$0.00
$ 374,988.52	$374,591.98	.8815	$ 330,202.83	$ 330,202.83	$0.00
$ 555,538.79	$555,046.28		$ 474,566.27	$ 474,566.27	$-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

____________________ *State Highway Agency*

By Doug ____________________ Assistant Controller *Authorized Officer* ____________ *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ $0.00

Adjustments $ ____________________

Amount Approved $ ____________________

SIGN ORIGINAL COPY

____
Signature of Authorized FHWA Representative Date

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Grande Ronde Rivewr (Powwatka) Bridge Section County Road in Wallowa County					
	Construction Type Code E000 Roadway (Sta. 88+50 to Sta. 91+96 and Sta. 94+06 to Sta. 97+00)					
	Final Contract Payment Summary(075)	Lump Sum			$ 321,776.90	
	Type Code X031 Structure Bridge No 16753 (Sta. 91+96 to 94+06)					
	Final Contract Payment Summary(118)	Lump Sum			$ 162,763.31	
					$ 484,540.21	
	Construction Engineering					
	State	All Required			$ 70,506.07	
	118 $17,690.99 075 $52,815.08					
	TOTAL PROJECT COST				$ 555,046.28	
	Non-Participating Project Costs					
	Final Contract Payment Summary(075)	Lump Sum			$ (3,000.00)	
	Interest on Final	All Required			$ 94.78	
	SFO #2 Out-of-State Inspection of Structural Steel	All Required			$ 3,000.00	
	Construction Engineering (State)	All Required			$ 397.73	
	TOTAL NON-PARTICIPATING COST				$ 492.51	
	TOTAL PROJECT COSTS				$ 555,538.19	
	AMOUNT CARRIED FORWARD					

jc cc: OSHD (L. W. Rulien) STATE COPY 10177

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Wallowa	DIVISION Oregon
DATE OF REPORT Nov. 16, 1987	REPORT MADE BY C. O. Fredrickson, Construction Engineer		PROJECT NO. BRS-RS-B630(4)
COMPLETION DATE (Actual) 11/14/86	ACCEPTANCE DATE BY CONRTACT AGENCY September 22, 1987	TIME ELAPSED 99 %	CONTRACT TIME November 15, 1986

LOCATION Grande Ronde River (Powwatka) Bridge Section of FAS B630 (Troy Road) 3 miles south of Troy.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NOTED

RECEIVED
STATE HWY ENGR
NOV 24 '87
REFER TO
Fredrickson
FOR

Info	Invest	R/D	D/R	Sign	Act	File

12/8

1. Description of Improvement as Programed:

   A. Construction of earthwork and aggregate surfacing.

   B. Construction of Bridge No. 16753.
   Length: 210 ft. Width: 28 ft.

   C. Removal of the existing bridge.

   D. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Douglas S. Coats

3. Contract Amount: $481,540.21

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Thomas P. Lowe		SIGNATURE John T. Price	
TITLE Area Engineer	DATE 11/20/87	TITLE District Engineer	DATE 11/23/87

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

10,177

October 13, 1987

Tromp & McKinley Ins., Inc.
Attn: Ray Paiement
P.O. Box 1357
Eugene, OR 97440

CON 5 - #10,177

On September 25, 1987, we wrote to you concerning release of final payment on Contract No. 10,177 awarded to Douglas S. Coats, Inc. for work on the Grande Ronde River (Powwatka) Bridge Section on FAS B630 (Troy Road) in Wallowa County.

Final payment on this contract is $5,057.40 and the total contract amount is $478,437.74 including $2,759.54 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

bk

cc: Douglas S. Coats, Inc.
P.O. Box 311
Bend, OR 97709

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc: C. O. Fredrickson
Walt Hart
Robert Hector

10,177

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
10177

TO: Commission Services

DATE: September 22, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10177, On Site Work Substantially Completed November 14, 1986

All Work Completed July 28, 1987

Project Grande Ronde River (Powwatka) Bridge

Highway FAS B630 (Troy Road)

County Wallowa

Type of Work Grading, Surfacing and Structure

Contractor Douglas S. Coats

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

9-25-87 - Surety letter written.

RECEIVED
SEP 23 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10,177

July 21, 1987

CON 5 - #10,177

Eugene Sand & Gravel, Inc.
P.O. Box 1067
Eugene, OR 97440

Attention: Lyn Winegar
Credit Manager

Thank you for your letter of July 9, 1987, addressed to the Secretary of State informing us that your claim in the amount of $9,037.16 has been paid in full.

You state this is in reference to the Douglas S. Coats, Inc., Contract No. 10,177 for work on the Grande Ronde River (Powwatka) Bridge in Wallowa County.

This information will be noted in our records.

Fran Neavoll
COMMISSION SERVICES

cc: Douglas S. Coats, Inc.
P.O. Box 311
Bend, OR 97709

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

Ray Paiement
Tromp & McKinley Ins., Inc.
P.O. Box 1357
Eugene, OR 97440

bc: Bryant Jackmond

FKN:cc

noted on card
cc

EUGENE SAND & GRAVEL, INC.
P O BOX 1067 EUGENE, OREGON 97440 · (503) 683-6400
3000 DELTA HIGHWAY NORTH

July 9, 1987

Secretary of State
Room 143 Capitol Building
Salem, OR 97310

RE: ODOT Contract #10177

In regard to the claim filed by Eugene Sand & Gravel, Inc. against Douglas S. Coats, Inc. on June 17, 1987 in the amount of $9,037.16: payment in full was recieved by us on June 22, 1987.

Sincerely,

Lyn Winegar
Credit Manager

cc: Douglas S. Coats Inc.
Trans America
Tromp & McKinley
Oregon Dept. of Transportation

RECEIVED
JUL 10 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10,177

July 8, 1987

CON 5 - #10,177

Eugene Sand & Gravel, Inc.
P.O. Box 1067
Eugene, OR 97440

Attention: Marilyn Winegar
Credit Manager

We have received a copy of your letter dated June 17, 1987, addressed to the Secretary of State filing a claim against the following Highway Division contract:

FILED BY:	Eugene Sand & Gravel, Inc.
AMOUNT:	$9,037.16
FOR:	Material and labor
AGAINST (PRIME CONTRACTOR):	Douglas S. Coats, Inc.
CONTRACT NO.:	10,177
PROJECT:	Grande Ronde River (Powwatka) Bridge Section, FAS B630 (Troy Road), Wallowa County
SURETY:	Transamerica Insurance Company
AGENT:	Tromp & McKinley Ins., Inc.

Please advise this office when your claim has been paid.

Fran Neavoll
COMMISSION SERVICES

cc: Douglas S. Coats, Inc.
P.O. Box 311
Bend, OR 97709

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

Ray Paiement
Tromp & McKinley Ins., Inc.
P.O. Box 1357
Eugene, OR 97440

bc: Bryant Jackmond

FKN:cc

noted on
card cc

EUGENE SAND & GRAVEL, INC.
P.O. BOX 1067 EUGENE, OREGON 97440 • (503) 683-6400
3000 DELTA HIGHWAY NORTH

June 17, 1987

Secretary of State
Room 143 Capitol Building
Salem, OR 97310

RE: ODOT Contract #10177

Notice hereby is given that the undersigned, Eugene Sand & Gravel, Inc., has a claim for (7) 21"x4'-0x55' Slabs furnished by Al Schoener, in the sum of $9,037.16 (billed $27,174.00, paid $18,136.84) against the bond taken from, Douglas S. Coats Inc. (principal) and Trans America (surety) for the work done at Grande Ronde River (Powwatka) Bridge. Such material/labor was supplied to Douglas S. Coats Inc.

Sincerely,

Lyn Winegar

Marilyn (Lyn) Winegar
Credit Manager

cc: Douglas S. Coats Inc.
Trans America
Tromp & McKinley
Oregon Dept. of Transportation

RECEIVED
JUN 19 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

PRE-MIXED CONCRETE · CRUSHED ROCK · SAND & GRAVEL · LOAM · ASPHALT PAVING · PRECAST-PRESTRESSED CONCRETE
SINCE 1900

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

WEE Y REPORT FOR CONSTRUCTION PF ECTS

FINAL REPORT

PROJECT NAME (SECTION) Grande Ronde River Powwatka Bridge		WEEK ENDING Jan. 24, 1987
		CONTRACT NO 10177
HIGHWAY Troy Rd.	COUNTY Wallowa	F A PROJECT NO FAS-B630
CONTRACTOR Douglas S. Coats, Inc.	KIND OF WORK Grading, Surfacing, Struct.	DATE OF AWARD Dec. 27, 1985
PROJECT AUTHORIZATION	ENGINEERING	FIRST NOTIFICATION DATE Feb. 28, 1986
CURRENT AUTHORIZATION $ 551,117.16	AUTHORIZATION $ 43,700.92 COST THIS WEEK $ .00	ESTIMATED DATE OF COMPLETION, OR Nov. 15, 1986
ESTIMATED PROJECT COST $ 542,383.00	TOTAL TO DATE $ 53,506.43	SECOND NOTIFICATION DATE AND Nov. 14, 1986
ESTIMATED PERCENT XXXXX UNDERRUN 2%	PERCENT OF AUTHORIZATION 122 %	ESTIMATED SEMIFINAL SUBMITTAL DATE Feb. 1, 1987

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PERCENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
	11-15-86				yes

AVERAGE FORCE ON PROJECT THIS WEEK

SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED 100 %

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	5420 CY EMB	2,750 SY-12"	2500-4"		#16753	
EST. CORRECTED QUANTITIES	4410 CY EMB	1,805 SY-12"	2231-4"			
EST. PERFORMED TO DATE	4410	1,805	2231-4"			
PERCENT PERFORMED TO DATE	100	100	100		100	

ACTIVITIES THIS WEEK:

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

Semi Final turned into Region on 1-22-87.

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN) Ronald A. Reisdorf

734-3001 (REV. 8-86)

CONSTRUCTION SECTION

10177

(ORIGINAL)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966 U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION 12 16 86 **VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED**	STATE VOUCHER NO. FHWA VOUCHER NO.
APPROPRIATION	FHWA SCHEDULE NO.
THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)* Treasurer of the State of Oregon ADDRESS Capitol Building Salem, OR 97310	PAID BY *(For use of Paying Office)*

STATE Oregon		VOUCHER TYPE *(Check Appropriate Block)* ☐ CURRENT BILLING	
VOUCHER PERIOD	FROM 10/09/84	☐ OTHER PROGRESS	FEDERAL AID PROJECT NO. RS-B630(3)
	TO 12/18/85	☒ FINAL VOUCHER (*)	

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

075

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
37,966.74	37,809.84	.8815	33,329.37	33,329.37	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	12/16/86	Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED 0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	GRANDE RONDE RIVER (POWWATKA) BR. SECTION WALLOWA COUNTY ROAD					
	Preliminary Engineering Type Code P.E.					
	State	All Required			$37,809.84	
	TOTAL PARTICIPATING PROJECT COST				**$37,809.84**	
	Non Participating Project Cost					
	State	All Required			$ 156.90	
	TOTAL PROJECT COST				**$37,966.74**	
	Prepared based on Participating Cost as shown on the Federal Billing as of 12/12/86.					
	AMOUNT CARRIED FORWARD					

GPO 944 891

Oregon Department of Transportation
AERONAUTICS
HIGHWAY
MOTOR VEHICLES
PARKS & RECREATION
PUBLIC TRANSIT

JOURNAL ENTRY

AGENCY	TC	BATCH DATE MM DD YY	BATCH SEQUENCE NUMBER
02			
BI FM YY MM	DOC NUMBER	DOC DATE MM DD YY	ENCUMB NUMBER

	UNIT	EXP/ACCOUNT	SUB JOB	AGR. SUF. (AT)	ACT	OBJ	SOURCE	AGY. SRC (AS)	AMOUNT	REV. (R)	QUANTITY	S F O
01	0610	C532-1911	012		927	598			190.74			
02	″	″	000		″	″			190.74	R		
	0610	C532-1911	012		929	″			1102.54			
04	″	″	000		921	″			1102.54	R		
05	0610	C532-1911	012		927	″			21,467.79			
06	″	″	000		927	″			21,467.79	R		
07	0610	C532-1911	020		927	″			118.06			
08	″	″	001		899	″			118.06	R		
09	0610	C532-1911	020		927	″			38.84			
10	″	″	010		899	″			38.84	R		
11	0610	C 10177	020		940	″			205.14			
12	″	″	001		940	″			205.14	R		
13	0610	″	020		900	″			392.83			
14	″	″	010		900	″			392.83	R		
								TOTAL	46,991.68 ~~[illegible]~~			

REASON FOR REQUEST

UNDER ORS 366.155K the State will provide
A Bridge Design Plans & Specification to
the County at No Cost. State pay's 1/2
Non Participating Field Engineering Cost

PREPARED BY — TELEPHONE NUMBER

APPROVED BY

Michael K Shuty

734-1067 (9-89)

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PAGE    1

                           JOB COST SUMMARY RUN ON  06-20-90
                        EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                PAYROLL CHARGES ARE LOADED
                              CHARGES ARE CURRENT TO 06/16/90
                               FOR EXPENDITURE ACCOUNT C10177

                                             CREW    MSA            CURRENT        BALANCE TO
EA         SUBJOB ACTIVITY  OBJ-DETAIL      NUMBER  FIELD            MONTH            DATE
--         ------ --------  ----------      ------  -----           -------        ----------
C10177     000    010       001             0813                                         52.12
C10177     000    010       001             0814                                        471.12
C10177     000    010       001             0821                                        143.44
OBJ-DETAIL 001                                                                          666.68

ACTIVITY    010                                                                         666.68 SUBTOTAL

C10177     000    020       106             8036                                      5,039.38
C10177     000    020       106             8215                                        112.00
OBJ-DETAIL 106                                                                        5,151.38

C10177     000    020       109             8036                                      1,155.00
OBJ-DETAIL 109                                                                        1,155.00

ACTIVITY    020                                                                       6,306.38 SUBTOTAL

C10177     000    090       001             8036
OBJ-DETAIL 001

ACTIVITY    090                                                                                SUBTOTAL

C10177     000    232       278             8036                                          8.38
OBJ-DETAIL 278                                                                            8.38

ACTIVITY    232                                                                           8.38 SUBTOTAL

C10177     000    899       001             8003                                        216.69
C10177     000    899       001             8036                                         79.89
OBJ-DETAIL 001                                                                          296.58

C10177     000    899       030             8036                                         29.96
OBJ-DETAIL 030                                                                           29.96

C10177     000    899       106             8215                                      3,150.00
OBJ-DETAIL 106                                                                        3,150.00

C10177     000    899       109             8036                                     -1,155.00
C10177     000    899       109             8215
OBJ-DETAIL 109                                                                       -1,155.00

C10177     000    899       130             8200                                          3.60
C10177     000    899       130             8215                                         39.70

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                        JOB COST SUMMARY RUN ON  06-20-90
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                           PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 06/16/90
                          FOR EXPENDITURE ACCOUNT C10177
                                              CREW    MSA
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD       CURRENT        BALANCE TO
--         ------ -------- ---------- ------ -----        MONTH            DATE
OBJ-DETAIL 130                                           -------        ----------
                                                                            43.30

C10177   000    899        136        0500
OBJ-DETAIL 136                                                               7.12
                                                                             7.12

C10177   000    899        146        8036
OBJ-DETAIL 146                                                             229.72
                                                                           229.72

C10177   000    899        150        3200
C10177   000    899        150        8036                                 100.00
OBJ-DETAIL 150                                                             123.16
                                                                           223.16

C10177   000    899        194        7400
OBJ-DETAIL 194                                                              41.73
                                                                            41.73

C10177   000    899        199        0530
C10177   000    899        199        7400                                  18.46
OBJ-DETAIL 199                                                              16.50
                                                                            34.96

C10177   000    899        260        8036
OBJ-DETAIL 260                                                             353.25
                                                                           353.25

C10177   000    899        504        7200
C10177   000    899        504        8036                                  53.10
OBJ-DETAIL 504                                                              40.32
                                                                            93.42

C10177   000    899        550        8003
C10177   000    899        550        8213                                   5.90
C10177   000    899        550        8215                                  59.80
OBJ-DETAIL 550                                                             269.00
                                                                           334.70

C10177   000    899        555        0521
C10177   000    899        555        0531                                  38.21
OBJ-DETAIL 555                                                               4.75
                                                                            42.96
ACTIVITY   899
                                                                         3,725.86 SUBTOTAL
C10177   000    900        001        5000
C10177   000    900        001        5011                                 303.06
C10177   000    900        001        8036                                 720.96
OBJ-DETAIL 001                                                          29,844.27
                                                                        30,868.29
C10177   000    900        008        8036
                                                                            21.28

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                         JOB COST SUMMARY RUN ON  06-20-90
                       EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 06/16/90
                            FOR EXPENDITURE ACCOUNT C10177

                                                CREW   MSA           CURRENT          BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD             MONTH               DATE
--         ------ -------- ---------- ------ -----           -------          ----------
OBJ-DETAIL 008                                                                       21.28

C10177     000     900      030        5011                                          27.38
C10177     000     900      030        8036                                       1,200.80
OBJ-DETAIL 030                                                                    1,228.18

C10177     000     900      032        8036                                       2,324.20
OBJ-DETAIL 032                                                                    2,324.20

C10177     000     900      106        8036                                         990.00
C10177     000     900      106        8215                                      -3,000.00
OBJ-DETAIL 106                                                                   -2,010.00

C10177     000     900      130        8036                                         372.16
OBJ-DETAIL 130                                                                      372.16

C10177     000     900      134        5300                                           6.77
C10177     000     900      134        8036                                          40.13
OBJ-DETAIL 134                                                                       46.90

C10177     000     900      146        8036                                          26.62
C10177     000     900      146        8039                                           5.01
OBJ-DETAIL 146                                                                       31.63

C10177     000     900      150        8036                                          46.83
C10177     000     900      150        8056                                           1.71
OBJ-DETAIL 150                                                                       48.54

C10177     000     900      199        8036                                         771.03
OBJ-DETAIL 199                                                                      771.03

C10177     000     900      260        8036                                         405.53
OBJ-DETAIL 260                                                                      405.53

C10177     000     900      280        8036                                          50.00
OBJ-DETAIL 280                                                                       50.00

C10177     000     900      470        8036                                         435.50
OBJ-DETAIL 470                                                                      435.50

C10177     000     900      548        8036                                         149.60
OBJ-DETAIL 548                                                                      149.60


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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PAGE     4

                      JOB COST SUMMARY RUN ON  06-20-90
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                          PAYROLL CHARGES ARE LOADED
                        CHARGES ARE CURRENT TO 06/16/90
                         FOR EXPENDITURE ACCOUNT C10177

                                              CREW   MSA          CURRENT         BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH             DATE
--        ------ -------- ---------- ------ -----         -------          ----------
C10177    000    900      550        5000                                        9.30
C10177    000    900      550        5011                                      127.40
C10177    000    900      550        8003                                       25.20
C10177    000    900      550        8036                                    3,932.90
OBJ-DETAIL 550                                                               4,094.80

C10177    000    900      551        8036                                       14.00
OBJ-DETAIL 551                                                                  14.00

C10177    000    900      574        8036                                      125.88
OBJ-DETAIL 574                                                                 125.88

C10177    000    900      598        0523
OBJ-DETAIL 598

ACTIVITY   900                                                              38,977.52 SUBTOTAL

C10177    000    901      001        7420                                    1,432.60
C10177    000    901      001        7430                                    3,908.93
OBJ-DETAIL 001                                                               5,341.53

C10177    000    901      104        7400                                      700.60
OBJ-DETAIL 104                                                                 700.60

C10177    000    901      150        7400                                       12.58
OBJ-DETAIL 150                                                                  12.58

C10177    000    901      267        7000                                       50.00
OBJ-DETAIL 267                                                                  50.00

C10177    000    901      504        7430                                      257.57
OBJ-DETAIL 504                                                                 257.57

ACTIVITY   901                                                      [illegible]362.28 SUBTOTAL

C10177    000    905      001        7363                                       43.01
C10177    000    905      001        7365                                      117.83
OBJ-DETAIL 001                                                                 160.84

ACTIVITY   905                                                                 160.84 SUBTOTAL

C10177    000    920      001        0612                                       18.53
C10177    000    920      001        0631                                       40.22

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                     JOB COST SUMMARY RUN ON  06-20-90
                EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                        PAYROLL CHARGES ARE LOADED
                      CHARGES ARE CURRENT TO 06/16/90
                       FOR EXPENDITURE ACCOUNT C10177
                                         CREW   MSA         CURRENT      BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL  NUMBER FIELD          MONTH          DATE
--         ------ -------- ----------  ------ -----        -------      ----------
OBJ-DETAIL 001                                                               58.75

ACTIVITY    920                                                              58.75 SUBTOTAL

C10177     000     940      001         8213                              1,027.73
C10177     000     940      001         8214                                 47.55
C10177     000     940      001         8215                              6,627.19
C10177     000     940      001         8223                                 49.62
OBJ-DETAIL 001                                                            7,752.09

C10177     000     940      030         8213                                 64.43
OBJ-DETAIL 030                                                               64.43

C10177     000     940      550         8213                                 58.35
OBJ-DETAIL 550                                                               58.35

C10177     000     940      551         5011                                220.00
C10177     000     940      551         8005                                -68.00
C10177     000     940      551         8033                                927.00
C10177     000     940      551         8036                              2,746.00
C10177     000     940      551         8200                                 78.00
C10177     000     940      551         8213                                776.50
C10177     000     940      551         8215                              1,025.00
OBJ-DETAIL 551                                                            5,704.50

ACTIVITY    940                                                          13,579.37 SUBTOTAL

C10177     000     964      001         7000                                 31.19
OBJ-DETAIL 001                                                               31.19

C10177     000     964      267         7000                                 50.00
OBJ-DETAIL 267                                                               50.00

ACTIVITY    964                                                              81.19 SUBTOTAL

SUB-JOB     000 SUBTOTAL                                                 69,927.25

C10177     001     899      151         8036                                 50.14
C10177     001     899      151         8066                                 44.00
OBJ-DETAIL 151                                                               94.14

C10177     001     899      349         8036                                 94.78

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                         JOB COST SUMMARY RUN ON  06-20-90
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 06/16/90
                            FOR EXPENDITURE ACCOUNT C10177

                                            CREW    MSA          CURRENT         BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH             DATE
--        ------ -------- ---------- ------ -----          -------         ----------
OBJ-DETAIL 349                                                                  94.78

ACTIVITY    899                                                                188.92 SUBTOTAL

C10177    001     900       598        0523
OBJ-DETAIL 598

ACTIVITY    900                                                                       SUBTOTAL

C10177    001     940       551        4200                                      6.00
C10177    001     940       551        8036                                    105.00
OBJ-DETAIL 551                                                                 111.00

ACTIVITY    940                                                                111.00 SUBTOTAL

SUB-JOB     001 SUBTOTAL                                                       299.92

C10177    010     899       300        8036                                 -3,000.00
OBJ-DETAIL 300                                                              -3,000.00

C10177    010     899       302        R
OBJ-DETAIL 302

ACTIVITY    899                                                             -3,000.00 SUBTOTAL

C10177    010     900       106        8215                                  3,000.00
OBJ-DETAIL 106                                                               3,000.00

C10177    010     900       584        8236                                    192.59
OBJ-DETAIL 584                                                                 192.59

ACTIVITY    900                                                              3,192.59 SUBTOTAL

SUB-JOB     010 SUBTOTAL                                                       192.59

C10177    011     201       300        8036                                  3,159.87
OBJ-DETAIL 300                                                             ~~3,159.87~~

ACTIVITY    201                                                            ~~3,159.87~~ SUBTOTAL

C10177    011     899       199        0530                                    226.53
C10177    011     899       199        8036                                     17.44

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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PAGE     7

                 JOB COST SUMMARY RUN ON  06-20-90
              EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                     PAYROLL CHARGES ARE LOADED
                   CHARGES ARE CURRENT TO 06/16/90
                   FOR EXPENDITURE ACCOUNT C10177

                                       CREW   MSA        CURRENT       BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH            DATE
--       ------ -------- ---------- ------ -----       -------        ----------
OBJ-DETAIL 199                                                            243.97

C10177   011     899      300        8036                             318,617.03
OBJ-DETAIL 300                                                        318,617.03

C10177   011     899      302        R
OBJ-DETAIL 302

C10177   011     899      553        0530                                  15.81
OBJ-DETAIL 553                                                             15.81

C10177   011     899      598        0631                               4,693.33
OBJ-DETAIL 598                                                          4,693.33

ACTIVITY   899                                                        323,570.14 SUBTOTAL

C10177   011     900      001        8067                                 252.20
OBJ-DETAIL 001                                                            252.20

C10177   011     900      030        8067                                  10.08
OBJ-DETAIL 030                                                             10.08

C10177   011     900      100        8067                                  27.00
OBJ-DETAIL 100                                                             27.00

C10177   011     900      102        8067                                  22.05
OBJ-DETAIL 102                                                             22.05

ACTIVITY   900                                                            311.33 SUBTOTAL

SUB-JOB     011 SUBTOTAL                                              327,041.34

C10177   021     899      199        8036                                   7.71
OBJ-DETAIL 199                                                              7.71

C10177   021     899      300        8036                             162,763.31
OBJ-DETAIL 300                                                        162,763.31

C10177   021     899      302        R
OBJ-DETAIL 302

C10177   021     899      598        0631                              -4,693.33

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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[redacted]

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                         JOB COST SUMMARY RUN ON  06-20-90
                       EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 06/16/90
                            FOR EXPENDITURE ACCOUNT C10177

                                             CREW   MSA          CURRENT      BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH          DATE
--        ------ -------- ---------- ------ -----          -------     ----------
OBJ-DETAIL 598                                                          -4,693.33

ACTIVITY   899                                                         158,077.69 SUBTOTAL

SUB-JOB    021 SUBTOTAL                                                158,077.69

C10177   030    899      109        8036                                 6,039.00
C10177   030    899      109        8215                                 3,000.00
OBJ-DETAIL 109                                                           9,039.00

ACTIVITY   899                                                           9,039.00 SUBTOTAL

SUB-JOB    030 SUBTOTAL                                                  9,039.00

EA         C10177 TOTAL                                                564,577.79


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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PAGE     9

                          JOB COST SUMMARY RUN ON  06-20-90
                       EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                            CHARGES ARE CURRENT TO 06/16/90
                            FOR EXPENDITURE ACCOUNT C5321911
                                          CREW   MSA              CURRENT         BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD             MONTH             DATE
--         ------ -------- ---------- ------ -----            -------         ----------
C5321911 000    899        001        7000                                          20.09
OBJ-DETAIL 001                                                                      20.09

C5321911 000    899        504        0100                                          40.20
C5321911 000    899        504        7310                                           2.70
C5321911 000    899        504        7450                                           1.80
OBJ-DETAIL 504                                                                      44.70

C5321911 000    899        560        7450                                           1.95
OBJ-DETAIL 560                                                                       1.95

ACTIVITY   899                                                                      66.74 SUBTOTAL

C5321911 000    900        150        8056
OBJ-DETAIL 150

C5321911 000    900        504        0100                                          23.40
OBJ-DETAIL 504                                                                      23.40

ACTIVITY   900                                                                      23.40 SUBTOTAL

C5321911 000    903        001        7430                                         164.04
OBJ-DETAIL 001                                                                     164.04

C5321911 000    903        504        7450                                          18.60
OBJ-DETAIL 504                                                                      18.60

ACTIVITY   903                                                                     182.64 SUBTOTAL

C5321911 000    905        001        7310                                         171.82
C5321911 000    905        001        7350                                          78.57
C5321911 000    905        001        7364                                         176.36
OBJ-DETAIL 001                                                                     426.75

C5321911 000    905        030        7364                                          62.45
OBJ-DETAIL 030                                                                      62.45

C5321911 000    905        130        7300                                           4.50
OBJ-DETAIL 130                                                                       4.50

C5321911 000    905        504        0100                                           1.80
C5321911 000    905        504        7310                                           7.20

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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PAGE   10

                      JOB COST SUMMARY RUN ON  06-20-90
                   EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                          PAYROLL CHARGES ARE LOADED
                        CHARGES ARE CURRENT TO 06/16/90
                        FOR EXPENDITURE ACCOUNT C5321911

                                            CREW   MSA           CURRENT        BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD           MONTH             DATE
--         ------ -------- ---------- ------ -----           -------        ----------
OBJ-DETAIL 504                                                                    9.00

ACTIVITY   905                                                        [illegible]502.70 SUBTOTAL

C5321911 000    920       001         0631                                       42.96
OBJ-DETAIL 001                                                                   42.96

ACTIVITY   920                                                                   42.96 SUBTOTAL

C5321911 000    921       001         7200                                      319.91
OBJ-DETAIL 001                                                                  319.91

C5321911 000    921       136         0500                                      444.22
OBJ-DETAIL 136                                                                  444.22

C5321911 000    921       501         0100                                       17.00
C5321911 000    921       501         7200                                       17.00
OBJ-DETAIL 501                                                                   34.00

C5321911 000    921       504         7200                                      282.15
OBJ-DETAIL 504                                                                  282.15

ACTIVITY   921                                                                1,080.28 SUBTOTAL

C5321911 000    923       001         7430                                    1,561.46
C5321911 000    923       001         7530                                      122.94
OBJ-DETAIL 001                                                                1,684.40

ACTIVITY   923                                                                1,684.40 SUBTOTAL

C5321911 000    927       001         7430                                    8,178.02
C5321911 000    927       001         7450                                    9,161.47
OBJ-DETAIL 001                                                               17,339.49

C5321911 000    927       008         7430                                     -744.63
OBJ-DETAIL 008                                                                 -744.63

C5321911 000    927       504         7400                                       54.00
OBJ-DETAIL 504                                                                   54.00

ACTIVITY   927                                                               16,648.86 SUBTOTAL

C5321911 000    929       001         7200

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                      JOB COST SUMMARY RUN ON  06-20-90
                 EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                         PAYROLL CHARGES ARE LOADED
                       CHARGES ARE CURRENT TO 06/16/90
                       FOR EXPENDITURE ACCOUNT C5321911
                                       CREW   MSA        CURRENT     BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH         DATE
--        ------ -------- ---------- ------ -----        -------     ----------
OBJ-DETAIL 001

ACTIVITY   929                                                                 SUBTOTAL

C5321911 000    937       001        7143                                189.94
OBJ-DETAIL 001                                                           189.94

ACTIVITY   937                                                           189.94 SUBTOTAL

C5321911 000    964       001        7000                                 49.89
OBJ-DETAIL 001                                                            49.89

ACTIVITY   964                                                            49.89 SUBTOTAL

SUB-JOB    000 SUBTOTAL                                               20,471.81

C5321911 001    899       189        7400                                118.06
OBJ-DETAIL 189                                                           118.06

ACTIVITY   899                                                           118.06 SUBTOTAL

SUB-JOB    001 SUBTOTAL                                                  118.06

C5321911 010    899       189        7400                                 38.84
OBJ-DETAIL 189                                                            38.84

ACTIVITY   899                                                            38.84 SUBTOTAL

SUB-JOB    010 SUBTOTAL                                                   38.84

C5321911 011    899       192        7400                                 66.34
OBJ-DETAIL 192                                                            66.34

C5321911 011    899       194        0100                                  9.81
C5321911 011    899       194        7400                                461.13
OBJ-DETAIL 194                                                           470.94

C5321911 011    899       299        0100                             15,634.54 ***
OBJ-DETAIL 299                                                        15,634.54

ACTIVITY   899                                                        16,171.82 SUBTOTAL


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                        JOB COST SUMMARY RUN ON  06-20-90
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 06/16/90
                         FOR EXPENDITURE ACCOUNT C5321911

                                     CREW   MSA        CURRENT     BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH         DATE
--       ------ -------- ---------- ------ -----       -------      ----------
SUB-JOB    011 SUBTOTAL                                              16,171.82

C5321911 012    929      001        7200                              1,136.81
OBJ-DETAIL 001                                                        1,136.81

ACTIVITY   929                                                        1,136.81 SUBTOTAL

SUB-JOB    012 SUBTOTAL                                               1,136.81

EA         C5321911 TOTAL                                            37,937.34


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
WALLOWA RIVER(STEIN)BR	CONT NO	* FA PROJ NOS BRS B636001 100							STATE
	532	1902	296	00	N 9			20,750.73CR	
	532	1902	297	00	N 9			2,970.00	
	532	1902	298	00	N 9			17,780.73	
	532	1902	901	00	P 1			5,170.58	
	532	1902	901	00	N 1			1.93	
	532	1902	905	00	P 1			1,893.34	
	532	1902	906	00	P 1			28.63	
	532	1902	913	00	P 1			255.12	
	532	1902	918	00	P 1			404.63	
	532	1902	920	00	P 1			182.59	
	532	1902	921	00	P 1			1,506.39	
	532	1902	922	00	P 1			41.84	
	532	1902	923	00	P 1			348.14	
	532	1902	926	00	P 1			5,145.10	
	532	1902	927	00	P 1			5,273.31	
	532	1902	933	00	P 1			133.92	
	532	1902	937	00	P 1			1,842.32	
			TOT		P1			22,225.91	
			TOT		N1			1.93	
			** JOB TOTALS **			**	**	22,227.84 **	
GRANDE RONDE RIV BR#32C02	CONT NO	FA PROJ NOS RS B630003 100							STATE
	532	1911	296	00	N 9	1,088.35CR	12,760.41CR	12,760.41CR	
	532	1911	298	00	N 9	1,088.35	12,760.41	12,760.41	
	532	1911	901	00	P 1	9.64CR	2,289.81	2,289.81	
	532	1911	905	00	P 1	176.58	2,440.13	~~2,440.13~~	
	532	1911	906	00	P 1		8.10	8.10	To 927
	532	1911	918	00	P 1	7.13	428.24	~~428.24~~	
	532	1911	920	00	P 1	.27CR	59.45	59.45	
	532	1911	921	00	P 1	.10CR	22.26	22.26	To 929
	532	1911	922	00	P 1	.11CR	24.45	24.45	3385.94
	532	1911	926	00	P 1	73.73	3,361.49	3,361.49	
	532	1911	927	00	P 1	919.50	4,818.93	4,818.93	To 927
	532	1911	933	00	P 1	.28CR	61.22	61.22	
	532	1911	937	00	P 1	7.79CR	2,120.46	2,120.46	
			TOT		P1	1,158.75	15,634.54	15,634.54	
			** JOB TOTALS **			1,158.75 **	15,634.54 **	15,634.54 **	
WHITE RIVER BR #65C64	CONT NO	* FA PROJ NOS BRS B407001 100							STATE
	533	1943	296	00	N 9		2,228.73CR	18,003.20CR	
	533	1943	297	00	N 9		2,228.73	2,228.73	
	533	1943	298	00	N 9			15,774.47	
	533	1943	901	00	P 1			3,645.99	
	533	1943	902	00	P 1			177.50	
	533	1943	905	00	P 1			1,523.41	

January 15, 1986

CON 5 - 10,177

Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97709

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission. You are authorized to commence work under terms of the contract effective this date.

> Contract No. 10,177 for work on the Grande Ronde River (Powwatka) Bridge Section of FAS B630 (Troy Road) in Wallowa County.

A copy of this contract is also being sent to the surety on your performance and payment bonds.

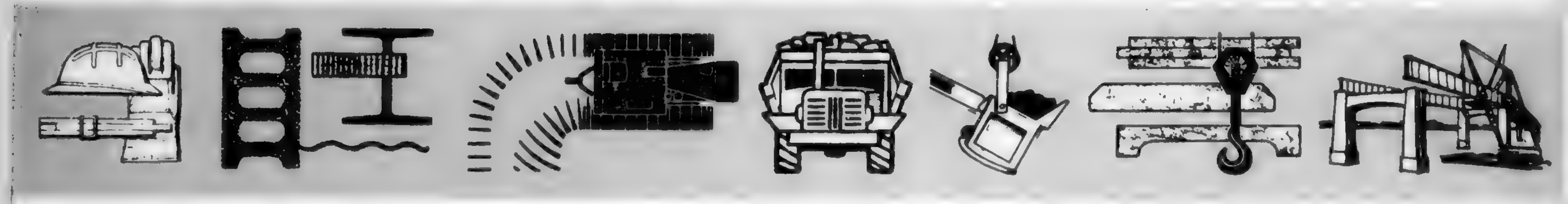
Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure
cc: Raymond M. Paiement
Tromp and McKinley Insurance, Inc.
P. O. Box 1357
Eugene, OR 97440

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Robert Hector
Ed Neilson

BRIDGES STREETS & ROADS STEEL STRUCTURES



DOUGLAS S. COATS, INC.
P.O. BOX 311 • BEND, OREGON 97709 • (503) 382-7330

December 23, 1985

Office of Commission Services
Room 121
State Transportation Building
Salem, Oregon

RE: GRANDE RONDE RIVER (POWWATKA) BRIDGE

Gentlemen:

Our minority sub-contractor for the above project will be:

Bob Fix Excavating
61930 Pettigrew Road
Bend, Oregon 97702

Bid Item 12: Furnish & Install 2,500 Sq Yd
Aggregate Wearing Course @ 2.50 = $6,250.00

Sincerely,

DOUGLAS S COATS INC

Douglas S Coats
President

RECEIVED
DEC 24 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

December 23, 1985

PRO

The Honorable LeRoy G. Childers, Judge
P.O. Box E
Enterprise, OR 97828

Subject: Grande Ronde River (Powwatka) Bridge
Project No. BRS-RS-B630(4)
Wallowa County

On December 19, 1985 the State Highway Division received a satisfactory bid from Douglas S. Coats, P.O. Box 311, Bend, Oregon 97709 on the subject project. This project will be funded with a combination of Federal-Aid-Secondary and Highway Bridge Replacement funds as outlined in our Agreement No. 8242 and our Local Government Agreement. The County is requested to deposit the balance of their share of the construction cost as computed below:

	FAS-C FUNDS	HBR FUNDS
Contractors Bid	$326,204.26	$155,950.74
Anticipated Items	1,631.00	1,780.00
Subtotal	$327,835.26	$157,730.74
Contingencies (4-1/2%)	14,752.59	7,097.88
Engineering (9%)	29,505.17	14,195.77
Total Construction Cost	$372,093.02	$179,024.39
Estimated P.E. Cost	37,000.00	--
Less Free Bridge Design	(10,000.00)	--
Less Federal Funds (88.15% & 80%)	(351,800.00)	(143,219.51)
Less State Share	(23,645.00)	(17,902.44)
Less County's Advance Deposit (65% Est. Construction Cost)	(18,400.00)	(7,800.00)
County's Remaining Balance Due	$ 5,248.02	$ 10,102.44

COUNTY'S SHARE & ADVANCE DEPOSIT $15,350.00

CK
RECEIVED
1-6-86
MKS

We will award the contract when we receive Commission approval and DBE/WBE goals are met. Please submit your supplemental deposit of $15,350 by January 10, 1986. You may use one of the three options for payment described in the attachments.

Very truly yours,

Michael K. Shultz
Rural Program Coordinator
Program Section

MKS:me
Attachments
bcc w/AD #85-158 Roger Lang - Region 5
Vern Skoog - Please return completed AD #85-158 when advance deposit is received.
Don Trout

CON 17-1
Grande
Ronde

December 11, 1985 AGR

Wallowa County Court
P. O. Box 160
Enterprise, OR 97828

Attention: Marjorie Martin

[illegible] CONTRACTS and
[illegible] No. [illegible]

Attached for your files is a fully executed copy of a supplemental agreement altering the funding sources of the Grande Ronde River (Powwatka) Bridge.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Robert W. Gormsen
COMMISSION SERVICES

mab

Attachment

bc: Gary Potter W/Agree.

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-RS-B630(4)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Walllowa

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 50003

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE November 26, 1985

8. FEDERAL ROUTE NUMBER B630

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION: Grande Ronde River (Powwatka) Br # 32C02-501-00072

11. GENERAL DESCRIPTION OF WORK: Advertise for Bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 11-25-85 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $559,000; Federal Funds $476,620 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 10-25-85 that provisions of FHPM 7-5-1 have been complied with.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD, will be accomplished in accordance with your letter of March 28, 1984.

Orig to
12/10

RECEIVED
STAT HWY ENGR
DEC 10 '85
REFER TO Potter
FOR
Info Inves R/D J/R Act File

14. DATE 12/6/85

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

December 3, 1985

PRO

The Honorable LeRoy G. Childers, Judge
P.O. Box E
Enterprise, OR 97828

Subject: Grande Ronde River (Powwatka) Bridge
Project No. BRS-RS-B630(4)
Wallowa County

On December 19, 1985 bid will be taken by the State Highway Division on the subject project. This project will be funded with a combination of Federal-Aid-Secondary and Highway Bridge Replacement funds as outlined in our Agreement No. 8242 and our Local Government Agreement. The County is requested to deposit 65% of their share of the estimated construction cost as computed below:

	FAS-C Funds	HBR Funds
Estimated Construction Cost	$351,700	$195,600
Less Federal Funds (88.15% & 80%)	(310,000)	(156,500)
Less State Share 1/2 Balance	(20,850)	(19,550)
County's Share	$ 20,850	$ 19,550

65% of County's Share & Advance Deposit $26,200

We will award the contract when we receive your advance deposit in the amount of $26,200 and the DBE/WBE goals have been cleared. You may use one of the three options for payment described in the attachments.

Very truly yours,

Michael K. Shultz
Rural Program Coordinator
Program Section

OK.
RECEIVED
12-23-85
MKS

MKS:me
Attachments
bcc w/AD #85-145 Roger Lang, Region 5
Vern Skoog - Please return completed AD #85-145 when advance deposit is received.
Gary A. Potter
Donald L. Trout

Section Grande Ronde River (Powwatka) Bridge Programming Estimate $ 600,000
Highway FAS B630 (Troy Rd.) Project Length 0.16 miles
County Wallowa Completion ~~Time~~ Date Nov. 15, '86
Kind of Work Grading, Surfacing, Structure Est. Comp. Date Nov. 15, '86
Prefix C532-1911 Letting Date Dec. 19, '85 Project No. BRS-RS-B630(4)

ESTIMATED CONSTRUCTION AUTHORIZATION

		(original)	11-20-85 (revised)
Estimated Contract Amount . . . $		~~476,889 00~~	478,778 -
Anticipated Additional Items:			
Royalty Payment			
Permit Fees			
Slide Correction			
Railroad Protective Costs			
Other Railroad Costs			
Permanent Signing			
Permanent Pavement Striping			
Temporary Pavement Striping			
Remove Pvmnt Striping (Exist. & Temp.)			
Temporary Erosion Control			
State Furnished ______ . . .			
Roadside Seeding & Mulching	1,000		
Statistical Asphalt Bonus			
On the Job Trainees ($0.80 x ____ hrs			
State Responsibility for Damages . . .			
Signal Controller Testing			
"OPTICOM" Testing			
Bikeway Signs			
Bikeway Striping & Legend			
Right of Way Monumentation			
EEO/Labor Compliance Monitoring (0.5% of Cont. Amt.)	2400 -		
______			
______			
Adjust Utilities:			
______			
______			
______			
______			
Total Anticipated Items $		~~3,380 00~~	3,400 -
Subtotal $		~~480,269 00~~	482,178 00
Contingencies (4-1/2%)		~~21,612 11~~	21,698.01
Engineering (~~8~~, [✓ 9] ~~10~~%)		~~43,224 21~~	43,396.02
~~Subtotal~~ $			—
Credit for ______			—
Estimated Net Authorization, Construction . . . . . . $		~~545,105 32~~	547,272 03

APPROVED

______
Road Design Engineer

11-22-85 TB

ET22:ESTIM2.SG Rev. 9/85

Grande Ronde River (Powwatka) Bridge Section
Grading, Surfacing & Structure

SUBJECT TO SUCH CHANGE OR CHANGES AS MAY BE MADE WITH NOTICE TO PLAN HOLDERS BY ADDENDUM LETTER OR LETTERS, THE BID ITEMS AND QUANTITIES TO WHICH THE FOREGOING SPECIFICATIONS AND PROVISIONS APPLY WILL BE AS LISTED IN THE FOLLOWING BID SCHEDULE. THIS BID SCHEDULE IS FOR INFORMATION ONLY AND IS NOT TO BE USED IN BIDDING. THE BID SCHEDULE TO BE USED IN BIDDING IS BOUND IN THE PROPOSAL FORM.

BID SCHEDULE

Item No.	Item	Unit	Quantity	Unit Price (In Figures)	Total (In Figures)
1.	Mobilization	Lump Sum	All	Lump Sum	$40,000|–
2.	Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	1,200|–
3.	Temporary Signs	Sq.Ft.	116	$6|–	696|–
4.	Temporary Barricades	Each	8	70|–	560|–
5.	Flaggers	Hour	80	20|–	1,600|–
	ROADWORK				
6.	Clearing and Grubbing	Lump Sum	All	Lump Sum	1,500|–
7.	Toe Trench Excavation	Cu.Yd.	200	10|–	2,000|–
8.	Embankment in Place	Cu.Yd.	5,420	5|–	27,100|–
9.	Watering	M-Gal.	90	15|–	1,350|–
10.	Grid-Rolled Aggregate Subbase, 12 Inches Thick	Sq.Yd.	2,750	3|50	9,625|–
11.	Grid Roller	Hour	24	50|–	1,200|–
12.	Aggregate Wearing Course, 4 Inches Thick	Sq.Yd.	2,500	3|60	9,000|–

Grande Ronde River (Powwatka) Bridge Section
Grading, Surfacing & Structure

Item No.	Item	Unit	Quantity	Unit Price (In Figures)	Total (In Figures)
13.	Guard Rail, Type 2A	Lin.Ft.	200 ~~150~~	$ 20|–	$ ~~3,000~~
14.	Guard Rail, Type 3	Lin.Ft.	100 Br	30|–	3,000|–
15.	Guard Rail Anchors, Type 1	Each	4	350|–	1,400|–
16.	Rail End Pieces, Type C	Each	4	100|–	400|–
17.	Loose Riprap, Class 2000	Cu.Yd. –	710 Br	20|–	14,200|–
18.	Filter Blanket	Cu.Yd. –	60 Br	20|–	1,200|–
	STRUCTURE				
19.	Bridge Removal Work	Lump Sum	All	Lump Sum	12,000|–
20.	Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	5,000|–
21.	Structure Excavation	Cu.Yd.	440 ~~400~~	11|–	4800 ~~4,400~~|–
22.	Structure Excavation Below Elevations Shown	Cu.Yd.	44 ~~40~~	11|–	484 ~~440~~|–
23.	(82 C.Y. @ $245) Structural Concrete, Class 3300	Lump Sum	All	Lump Sum	20,090|–
24.	125 (~~+89~~ C.Y. @ $260)(67@ $255) Structural Concrete, Class 4000	Lump Sum	All	Lump Sum	49,585 ~~49,140~~|–
25.	Expansion Joint, Single Strip Seal	Lin.Ft.	34	110|–	3740|–
26.	(37,100 lbs. @ $0.41) Reinforcement	Lump Sum	All	Lump Sum	15,211|–
27.	(16,500 lbs. @ $0.60) Coated Reinforcement	Lump Sum	All	Lump Sum	9,900|–
28.	4'x55'/60' Prestressed Slabs	Each	7	5135|–	35,945|–
29.	(190,800 lbs. @ $0.94) Structural Steel	Lump Sum	All	Lump Sum	179,352|–
30.	Bearing Devices, Bent 2	Each	3	1,000|–	3,000|–
31.	Bearing Devices, Bent 3	Each	3	1,000|–	3,000|–
32.	Two-Tube Steel Railing	Lin.Ft.	416	40|–	16,640|–

Total Amount of Bid $ ~~476,089~~\|–

478,778 –

OREGON STATE HIGHWAY DIVISION
State Highway Building, Roo[illegible]03
Salem, Oregon 97310

10/77

Attention: County-City Unit

Subject: Federal Aid Project No. RS-B630(3)

Project Name: Grande Ronde River (Powwatka) Br. Sec.

Regarding the above refered to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city or county in accordance with said act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act. of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe, and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the aboved referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Enterprise, Oregon, this 17 day of July, 1985

~~City~~/County of Wallowa

LeRoy L. Childers
~~Mayor~~/County Judge/~~chairman~~

~~Councilman~~/Commissioner

~~Councilman~~/Commissioner

Certified By
Harold Brainerd
Region R/W Supervisor
July 22, 1985

Instructions: Complete A or B and C.
R/W File No. ______
Rev. 1/76

19/77

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

Date: July 5, 1985

In Reply Refer to
File No.:
PRO

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 50003
Project No. BRS-RS-B630(4)
Grande Ronde River (Powwatka) Bridge Sec.
County Road
Wallowa County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on August 22, 1985.

Clearinghouse review conclusions were previously submitted.

GAP:DRH:jc

Attachments

cc: R. D. Hector (Region 5)
Michael Shultz, w/att.
General Files

Form 734-3122

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

July 5, 1985

PROJECT LOCATION (45 typewriter spaces) Co. Rd. Approx. 3.5 mi. S.W. of Troy	**ADT**	PRESENT 10 DHV 70	FUTURE ---	YEAR ---	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 118 075
								ITEM NO. 50003

OSED WORK (35 typewriter avel Surf. & Str.	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) BRS-RS-	NUMBER B630 (4)

SEQ. NO.

I. Projects Only: POST MI. | DESIG.

UNDS
ary & Bridge Replacement (65% Mandatory on System)

COUNTY NAME: Wallowa — CODE: 063

ROUTE NO.: FEDERAL-AID: B630 UC — STATE: Co. Rd. — U.S.:

PROGRAM STAGE ☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS (County)	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW								
CONST (CODE)		Grande Ronde River (Powwatka) Bridge Sec.						
E000	(02)	075	0.121	361,000	318,220	21,390	21,390	(88.15%)
X031	(09)	118	0.040	198,000	158,400	19,800	19,800	(80.00%)
D BY: DRH		PROJECT TOTALS	0.161	559,000	476,620	41,190	41,190	

APPROVAL DATES: October 1, 1984

REMARKS: Additional Data: Item No. 50003,
Project No. RS-B360(3).

Budget Bureau No. 41-R2067; Approval E

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

July 5, 1985

U.S. DEPARTM
BUREAU

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 … 65 Co. Rd. Approx. 3.5 mi. S.W. of Troy	ADT	PRESENT 10 DHV 70	FUTURE (66) (70) ---	YEAR (71) (72) ---	REGION 10	STATE NAME Oregon	STATE CODE (2) 41

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 … 62 Gr., Dr., Gravel Surf. & Str.	NATL. FOREST (63) (65)	F/A ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 … 23 BRS-RS-	NUMBER 7 B630 (4)	SEQ. NO.

CARD	CLASS OF FEDERAL FUNDS Rural Secondary & Bridge Replacement (65% Mandatory on System)	COUNTY NAME Wallowa		CODE (14) (16) 063	
	NAME OF URBAN AREA 17-31	ROUTE NO.	FEDERAL-AID (32) B630 UC	STATE (36) Co. Rd.	U.S. (37) (41)

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS (County)	CH PR (P
1	(14-15)	(16)	41	42	43 … 46	53		(54) (58)	(59) (66)	(67) (76)			
5					**PE**								
5					**ROW**								
5					**CONST** (CODE) E000 X031	(02) (09)	Grande Ronde River (Powwatka) Bridge Sec. 075 118	0.121 0.040	361,000 198,000	318,220 158,400	21,390 19,800	21,390 19,800	(88. (80.

CARD 1	CODE 1	PREPARED BY DRH	PROJECT TOTALS	0.161	559,000	476,620	41,190	41,190	
1	14	PROGRAM APPROVAL DATES October 1, 1984			(16) (23)	(24) (33)	REMARKS	Additional Data: Item No. 5000 Project No. R	

Key #02572

Grande Ronde River (Powwatka) Bridge Sec.

Remarks continued:

Project Data: Work under this project consists of 1) construct a steel girder bridge (No. 16753) Length 165 ft., roadway width 28 ft. on new alignemnt; 2) construct approaches requiring grade, drain and aggregate base to provide two 14 ft. travel lanes; 3) adjust utilities as required; and 4) incidentals common to this type of project.

Maintenance and Accommodations of Utilities: A State-County Agreement No. 8242 complying with Section 116, Title 23 U.S.C., and paragraph 6d(1) PPM 30-4.1 (FHPM 6-6-3-2) was executed August 31, 1984.

Note: 1) This project is in Congressional District No. 2.

2) Included in the approved bridge replacement inventory (Br. No. 32C02) list with a sufficiency rating of 40.0.

3) Included in FY '85 Status Report.

CCN 17-1

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

TO: Dale E. Wilken
Division Administrator

DATE: June 24, 1985

FROM: Richard A. Kuehn, P.E.
Final Design Engineer

SUBJECT: Grande Ronde River (Powwatka) Bridge Sec.
FAS B630 (Troy Rd.)
Wallowa County

This is to request an exception to the minimum standards for alignment. The design criteria is set forth in the "A Policy on Geometric Design of Highways and Streets".

The purpose of this project is to replace a deficient structure. This is a "Rural Local Road" with A.D.T. of 70 and design speed of 35 M.P.H.

The standards call for a maximum of 15° curves with super rate of 0.04' per foot. We propose to construct 18°, 20° and 40° curves with 0.03' per foot super rates.

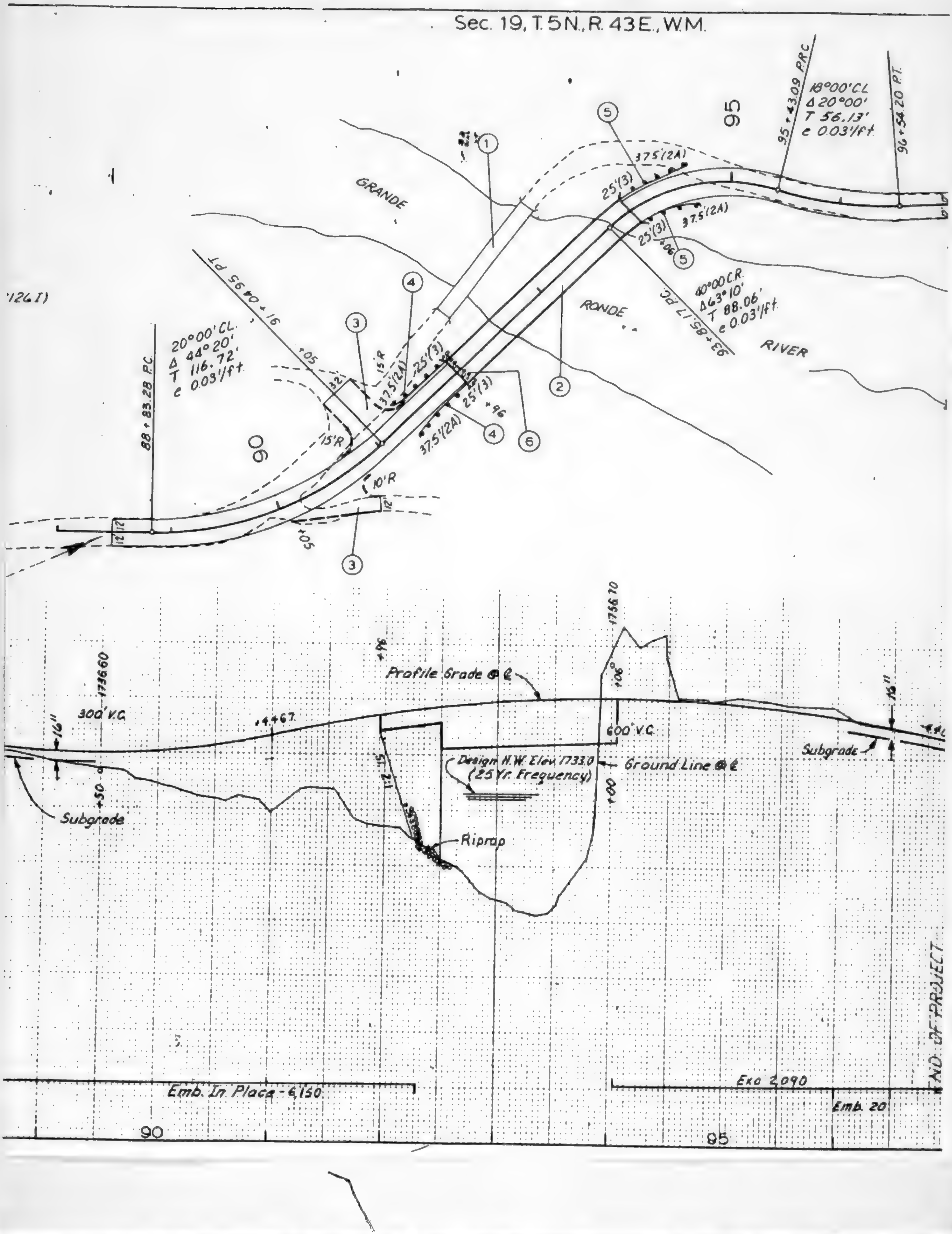
The proposed alignment will be a considerable improvement but still be consistent with the speed of the existing roadway. To bring this short section to full standard would require lengthening and extensive grading work.

Your concurrence is solicited, that it is in the public's interest to allow this exception. The reason's for the exception is to maintain consistency in the roadway speed and the considerable cost of bringing this short section of roadway to standards.

RK:NH:as

Attachment

bc: E. S. Hunter
R. D. Hector
L. Brock
N. L. Henry


Sec. 19, T.5N., R.43E., W.M.
GRANDE
RONDE
RIVER
'126 I)
20°00' CL.
Δ 44°20'
T 116.72'
e 0.03'/ft.
88+83.28 P.C.
91+04.95 P.T.
93+85.17 P.C.
40°00 C.R.
Δ 63°10'
T 88.06'
e 0.03'/ft.
95+43.09 P.R.C.
18°00' C.L.
Δ 20°00'
T 56.13'
e 0.03'/ft.
96+54.20 P.T.
95
90
①
②
③
③
④
④
⑤
⑤
⑥
37.5'(2A)
37.5'(2A)
37.5'(2A)
37.5'(2A)
25'(3)
25'(3)
25'(3)
25'(3)
15'R
15'R
10'R
32'
12'
12 12
+05
+05
+96
+06
Profile Grade @ ℄
300' V.C.
600' V.C.
1736.60
1756.70
+44.67
+96
+50
+00
+06
16"
16"
1.2:1.5
Design H.W. Elev. 1733.0
(25 Yr. Frequency)
Ground Line @ ℄
Subgrade
Subgrade
Riprap
Emb. In Place - 6,150
Exc 2090
Emb. 20
END OF PROJECT
90
95

12,177

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary A. Potter, Manager
Program Section

DATE: June 17, 1985

Attn: Mike Shultz

SUBJECT: Preliminary Plan Approval
Grande Ronde River (Powatka) Br. Sec.
FAS B630 Troy Road
FAS-C
Wallowa County

Enclosed is a copy of Drawing No's. 40594 and 40334, preliminary bridge plans, for the above subject project which have been approved by the Wallowa County Court.

The County Court discussed the shortfall of FAS-C Funds and the possibility of using HBR Funds. It was determined the project should proceed rapidly as possible using FAS-C as Primary funding source with HBR used as a secondary source. A letter to this effect is being drafted today and will be forwarded when received.

Please take the necessary steps to advance the project towards bid opening on July 25, 1985.

Roger C. Lang

Roger C. Lang
Region 5 Federal Aid Specialist

RCL/jef

encl.

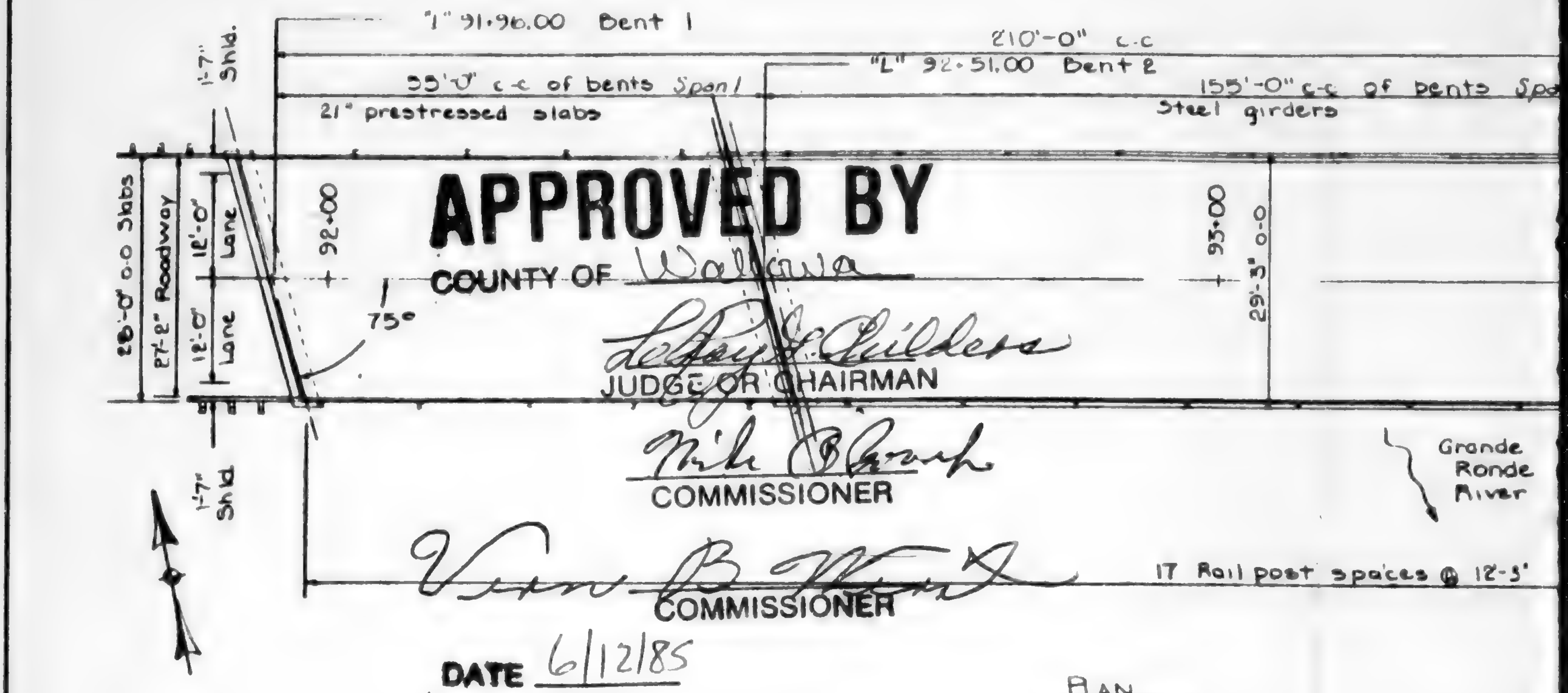
cc: Honorable LeRoy Childers
John Tindall w/encl.
Ed Neilsen

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ✓ TN PROGRAM UNIT ✓
JUN 19 1985
REFER TO Local Programs
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

Contains Recycled Materials
81-125-1387

SP*75683-12

Potter/Shultz


"L" 91+96.00 Bent 1
210'-0" c-c
"L" 92+51.00 Bent 2
55'-0" c-c of bents Span 1
155'-0" c-c of bents Spa
21" prestressed slabs
Steel girders
1'-7" Shld.
28'-0" o-o Slabs
27'-2" Roadway
12'-0" Lane
12'-0" Lane
92+00
93+00
29'-3" o-o
75°
1'-7" Shld.
Grande Ronde River
17 Rail post spaces @ 12'-3"

APPROVED BY

COUNTY OF Wallowa

LeRoy J. Childers
JUDGE OR CHAIRMAN

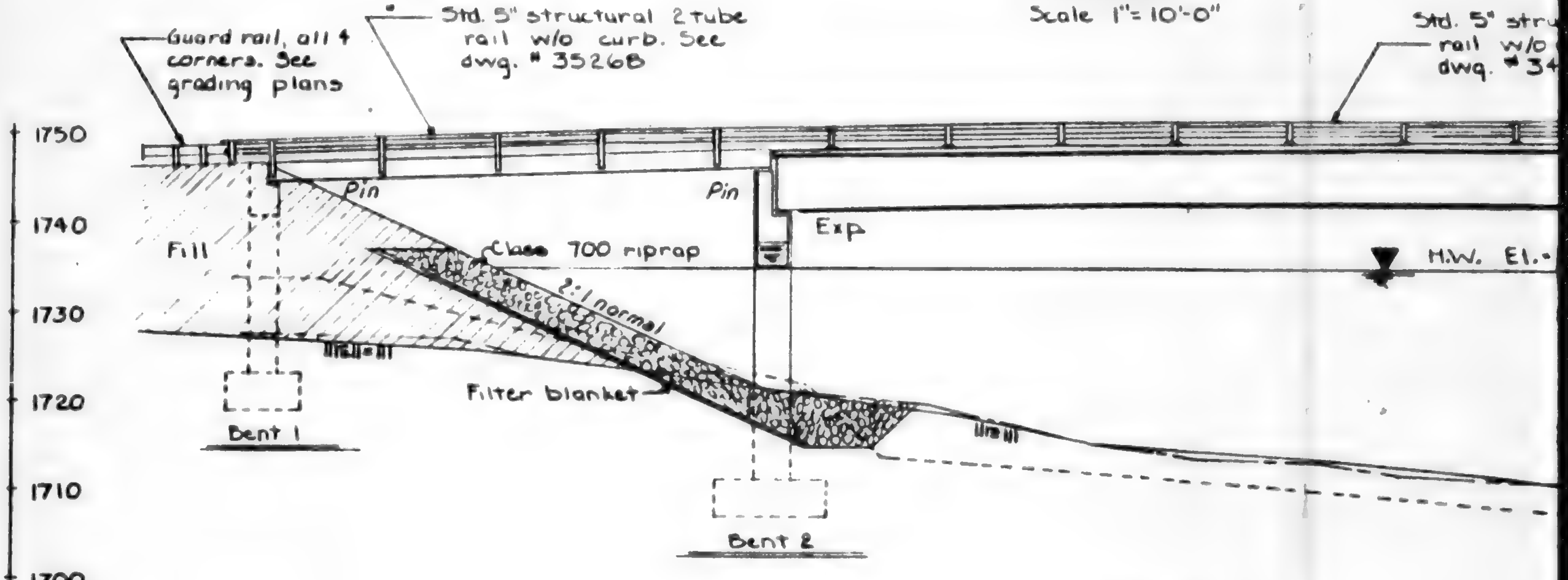
Mike Brach
COMMISSIONER

Vern B. Wert
COMMISSIONER

DATE 6/12/85

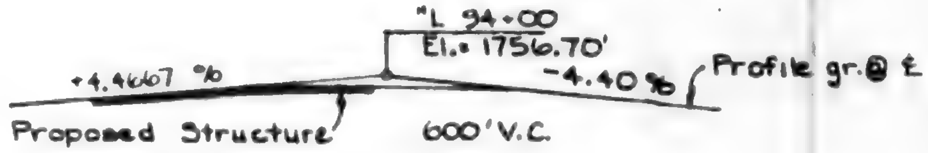
PLAN

Scale 1" = 10'-0"


Guard rail, all 4 corners. See grading plans
Std. 5" structural 2 tube rail w/o curb. See dwg. # 35268
Std. 5" stru rail w/o dwg. # 34
1750
1740
1730
1720
1710
1700
Pin
Pin
Exp
Fill
Class 700 riprap
2:1 normal
H.W. El.
Filter blanket
Bent 1
Bent 2

ELEVATION

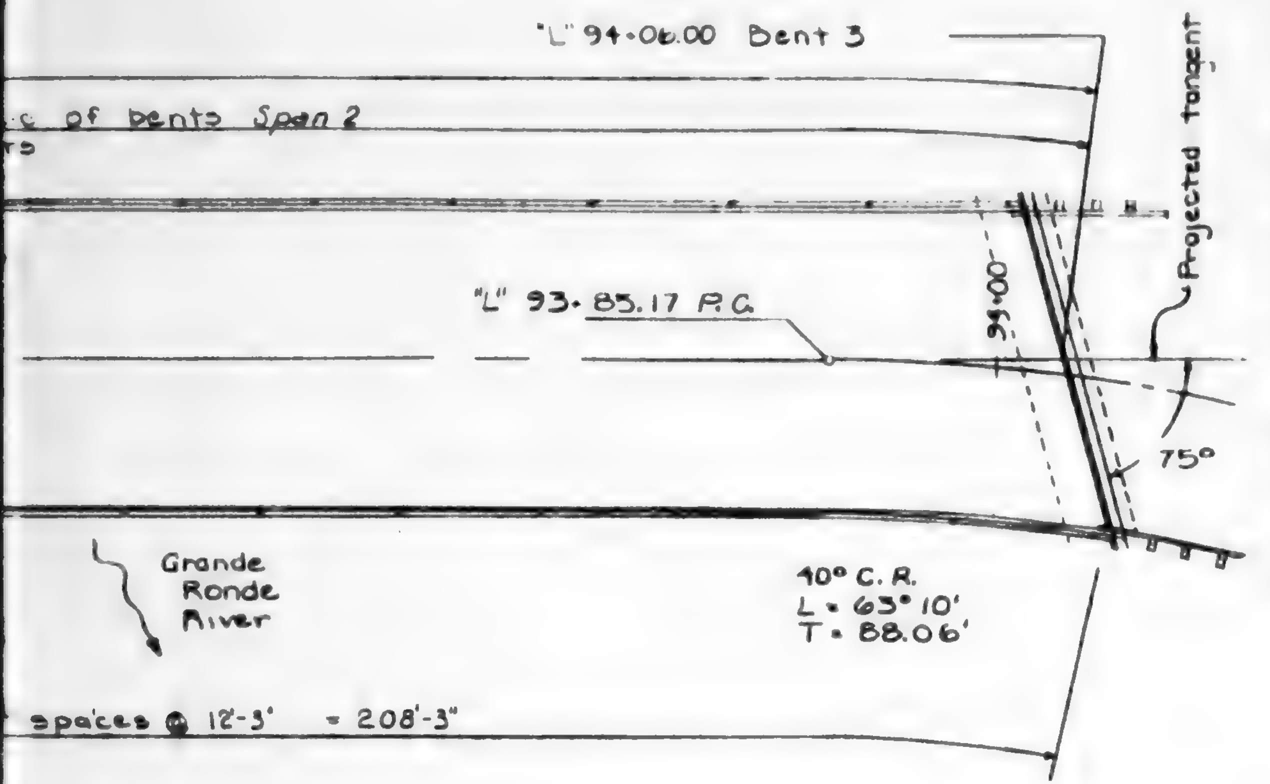
Scale 1" = 10'-0"

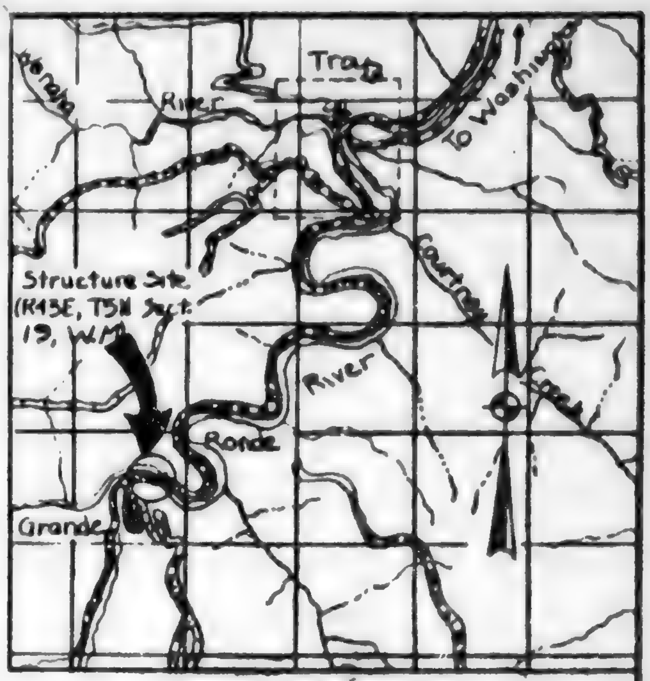

"L 94+00
El. = 1756.70'
+4.4667 %
-4.40 %
Profile gr. @ ℄
Proposed Structure
600' V.C.

"L" LINE GRADLINE

HYDRAULIC DATA				
	Design Flood	Base Flood	Max. Probable Flood	Max. Flood (1964)
Discharge, cfs	28,500	39,700	41,600	40,000
Frequency, yrs	25	100	500	330
H.W. Elevation Natural Ch. ft.	1733.0	1734.1	1735.2	1735.0

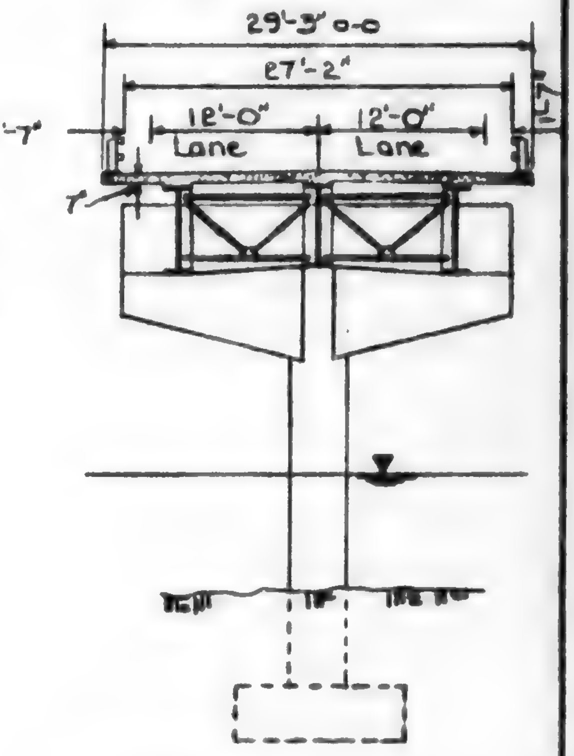
DATE


"L" 94+06.00 Bent 3
c of bents Span 2
94+00
Projected tangent
"L" 93+85.17 P.C.
75°
Grande Ronde River
40° C.R.
L = 63° 10'
T = 88.06'
spaces @ 12'-3" = 208'-3"


Troy
Wenaha
River
To Washington
Structure Site (R43E, T5N Sect. 13, W.M.)
Courtney
River
Ronde
Grande

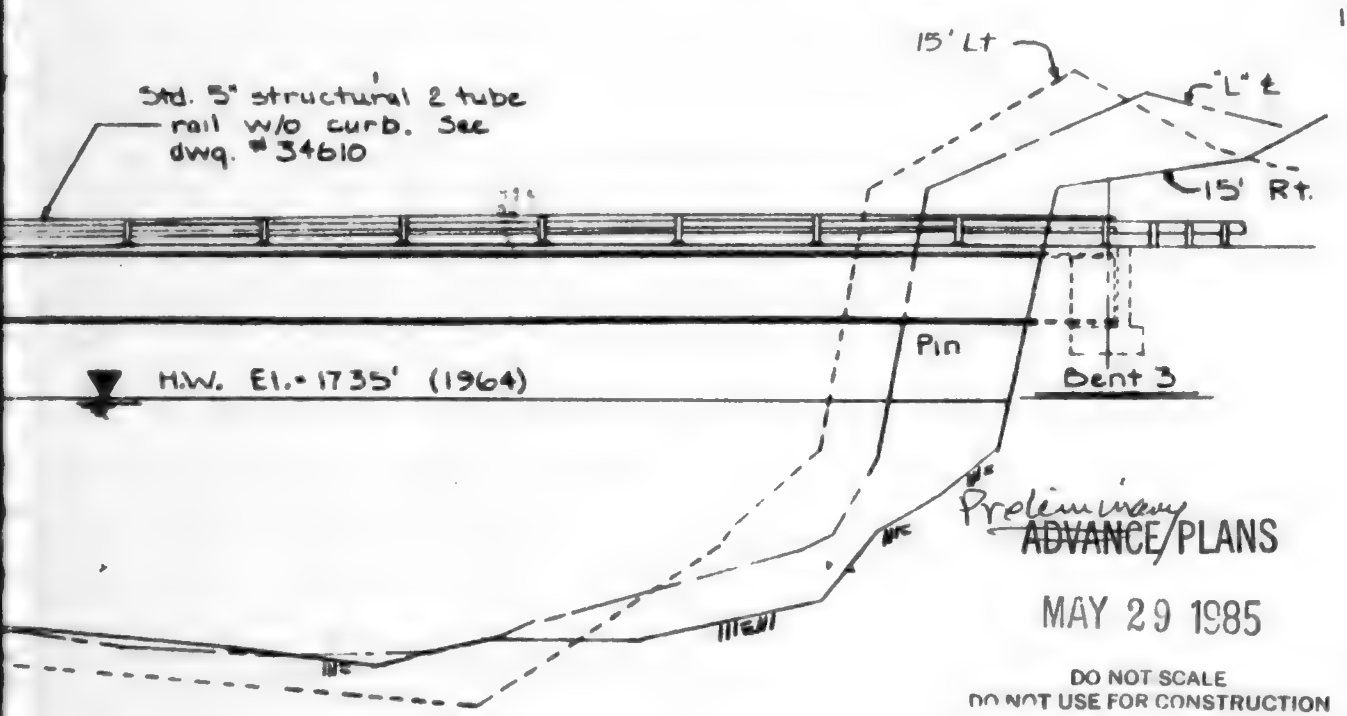
VICINITY MAP

No scale


29'-3" o-o
27'-2"
12'-0" Lane
12'-0" Lane
1'-7"
7"

SECTION AT BENT 2

Scale 1/8" = 1'-0"


15' Lt
"L" ℄
15' Rt.
Std. 5" structural 2 tube rail w/o curb. See dwg. #34610
Pin
H.W. El. = 1735' (1964)
Bent 3

~~Preliminary~~ ADVANCE PLANS

MAY 29 1985

DO NOT SCALE
DO NOT USE FOR CONSTRUCTION

gr. @ ℄

DATE	REVISION	BY

APPROVED:
BRIDGE ENGINEER
ASSISTANT STATE HIGHWAY ENGINEER
DESIGNED Mark Ellingson
DRAWN
CHECKED
REVIEWED
REVIEWED

OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE DESIGN SECTION

GRANDE RONDE R. (POWWATKA) BRIDGE
GRANDE RONDE R. (POWWATKA) BR. SEC.
COUNTY RD. FAS. B630
WALLOWA COUNTY

PRELIMINARY PLAN AND ELEVATION

ACCOMPANIED BY DWGS.

DATE May 1985 CALC. BOOK SHEET 1 OF
BRIDGE NO. 16753 DRAWING NO. 40594

532- 1911- 927

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

June 11, 1985
IN REPLY REFER TO
HFO.4/5-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

NOTED
E. S. HUNTER

Dear Mr. Coulter:

Oregon Project RS-B630(3)
Grande Ronde River (Powwatka) Bridge Section
FAS B630 - Troy Road
Design Exceptions

We have reviewed and approve your June 24, 1985 request for an exception to the minimum criteria for horizontal alignment as set forth in the "A Policy on Geometric Design of Highways and Streets, 1984".

We agree that the proposed alignment is consistent with the characteristics of the existing road for many miles on each side of the proposed project and as such the general safety of the route will not be compromised as a result of this action. In addition, there appears to be little likelihood that the route will be improved to a higher standard in the foreseeable future because of the extreme high cost associated with any significant improvement program and the relatively low use of this route.

Sincerely yours,

G. K.
for Dale E. Wilken
Division Administrator

cc:
OSHD (R. Kuehn, Rd Design)

RECEIVED
STATE HWY ENGR
JUL 16 '85
REFER TO Hunter
FOR

Info	[illegible]	R/D	D/R	Sign	Act	File
					X	

10,177

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No..

Region 5 Office

R. D. Hector
Region Engineer

P. O. Box 850 - La Grande, Oregon 97850 - Phone 963-3177

June 11, 1985

Vern Russell
Federal Aid Coordinator
P. O. Box 160
Enterprise, Oregon 97828

Dear Vern:

Re: Preliminary Bridge Plans
Grande Ronde River (Powatka) Bridge Section
FAS B630, Troy Road
FAS-C Project

Enclosed are four (4) copies of Drawing No's. 40594 and 40334 which comprise the preliminary bridge plans for the above subject project.

Our original proposal to utilize prestressed reinforced concrete deck members throughout the structure has been modified as shown on Drawing 16753. This composite design appears to be the most cost effective in view of alignment, desired stream span and clearance in event of heavy ice floes.

The present estimate of costs for the project is as follows:

Roadwork	$ 90,000
Structure	376,000
Engineering & Contingencies	93,000
Total Estimated Cost	$559,000

Present schedule for bid opeining is July 25, 1985.

Under the FAS-C funding the above costs reflect a need of $491,920. Currently we have committed $317,648, which includes the anticipated allocation for 1986, leaving a balance of $174,272 or about 2.2 years needed to finance the project under the FAS-C Program. I understand there are no monies available for advancement allowed by the working agreement with A.O.C.

However, in as much as this structure is shown as a deficient structure, it may be possible to arrange some funding under the Highway Bridge Replacement (HBR) Program. This dual funding would result in the following:

FAS-C				
	Federal Funds (88%)	County (6%)	State (6%)	Total
	$ #317,648	$21,658	$21,658	$360,964
HBR				
	Federal Funds (80%)	? 20 County (6%)	State (0%)	Total
	$158,429	$39,607	$ 0	$198,036
Total	$476,077	$61,265	$21,658	$559,000

I realize this increases the County's share of the project, but it is apparently the only alternative without delaying the project until FAS-C funds are available.

Please examine the plans carefully and, if acceptable, present them to the County Court for signature and explain the funding problem and options as shown above. If the Court wishes to proceed with dual funding, please let me know soon as possible.

After the plans have been signed, return two (2) copies to me for further processing. Retain one (1) copy for your records.

Do not hesitate to call me or Ed Neilsen, 963-3195, if you should have any questions.

Sincerely,

Roger C Lang

Roger C. Lang
Region 5 Federal Aid Specialist

RCL/jef

cc: Gary Potter
Mike Shultz
John Tindall
Ed Neilsen

10,177

STATE OF OREGON

INTEROFFICE MEMO

TO: R. D. Hector
Region 5 Engineer

Attn: Roger C. Lang

DATE: May 30, 1985

DES 23
16755

ORIGINAL SIGNED
J.M. TINDALL

FROM: John Tindall
Principal Structural Design Engineer

SUBJECT: Grande Ronde River (Powwatka) Bridge
Grande Ronde River (Powwatka) Bridge Section
County Road FAS B630
Wallowa County
BR 16755

Attached are four reduced prints of Drawings 40594 and 40334 which are the preliminary plan and elevation and vicinity map for this structure.

Note that concrete bridge approach panels have not been included in this project.

Our present estimate of costs for the proposed contract is:

Roadwork	$ 90,000
Structure	$ 376,000
Engineering & Contingencies	$ 93,000
TOTAL	$ 559,000

Please use these prints to obtain the approval of Wallowa County. Return one set of prints to this office as soon as possible stamped with the appropriate approval.

We plan to call for bids on this project on July 25, 1985.

SHG:cma

Attachments

cc: H. A. Schell, FHWA, /w/ 1 set
Road Design /w/ 1 set
Project Management /w/ 1 set
Environment (M. Banks) /w/ 1 set

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JUN 3 1985
REFER TO___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

81-125-1387

10,177 5-6-85

SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections & Summary
3	Plan & Profile

INDEX OF SHEETS

6482
JULY 11, 1963
RICHARD A. KUEHN

Temp. Protection / Direction of Traffic to be written

STATE OF OR

DEPARTMENT OF TRA

STATE HIGHWAY

PLANS FOR PROPOSED

GRANDE RONDE RIVER (POW

FAS B630 (TRO

WALLOWA COUN

APPROVED 5/6 1985

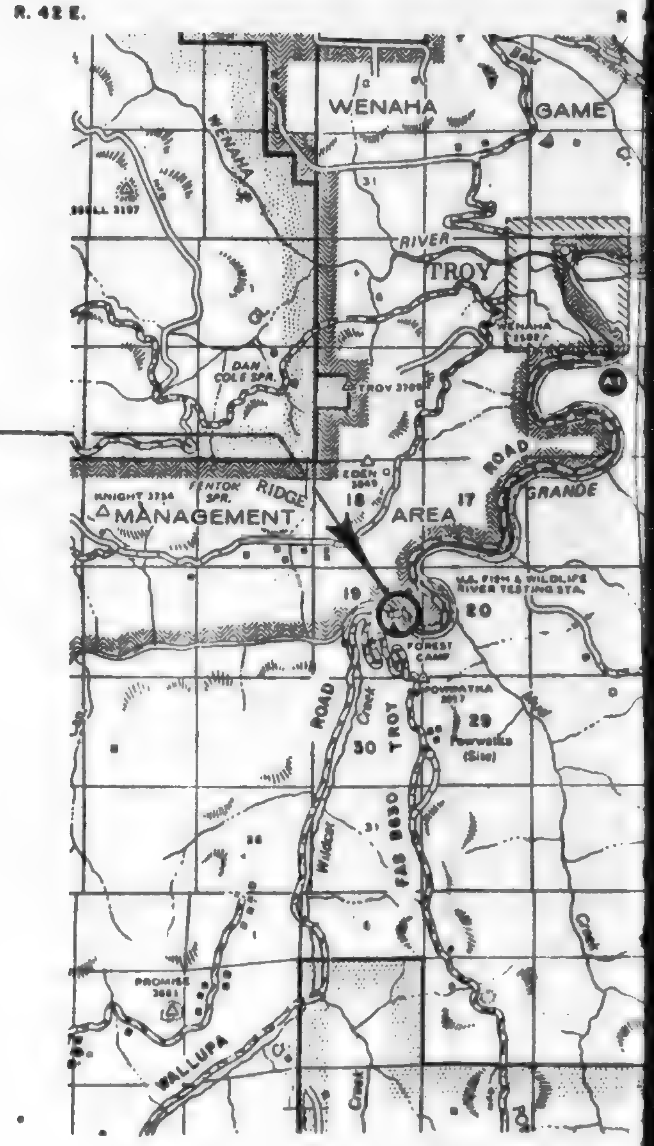
COUNTY COURT OF Wallowa COUNTY

BY LeRoy F. Childers
COUNTY JUDGE

COUNTY COMMISSIONER

COUNTY COMMISSIONER

PROJECT
Sta. 93+14 (M.P. 30.72)


R. 42 E.
WENAHA
GAME
RIVER
TROY
WENAHA
DAN COLE SPR.
TROY 3709
EDEN
FENTON SPR.
RIDGE
KNIGHT
MANAGEMENT
AREA
ROAD
GRANDE
18
17
19
20
FOREST CAMP
TROY
ROAD
30
29
POWWATKA
31
FAS B630
PROMISE
WALLUPA
Creek

Sketch Map
Scale 0 1 2

TE OF OREGON

OF TRANSPORTATION

IGHWAY DIVISION

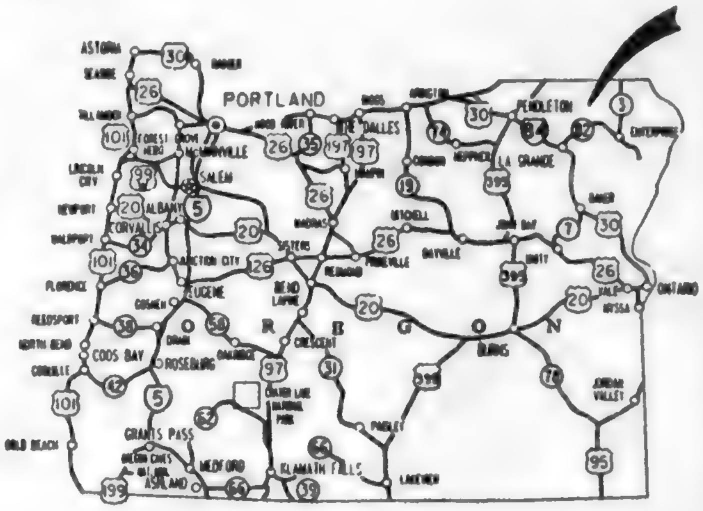
FOR PROPOSED PROJECT

PRELIMINARY COPY
APR 25 1985
SUBJECT TO CHANGE
FINAL DESIGN UNIT

GRANDE RONDE RIVER (POWWATKA) BRIDGE SEC. FAS B630 (TROY RD.) WALLOWA COUNTY				SHEET No.
				1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

FAS-C

ER (POWWATKA) BRIDGE SEC.
B630 (TROY RD.)
WALLOWA COUNTY


ASTORIA
SEASIDE
TILLAMOOK
PORTLAND
LINCOLN CITY
NEWPORT
WALDPORT
FLORENCE
REEDSPORT
NORTH BEND
COOS BAY
COQUILLE
GOLD BEACH
FOREST GROVE
McMINNVILLE
SALEM
ALBANY
CORVALLIS
JUNCTION CITY
EUGENE
COTTAGE GROVE
ROSEBURG
GRANTS PASS
MEDFORD
ASHLAND
HOOD RIVER
THE DALLES
MADRAS
BEND
LA PINE
CRESCENT
KLAMATH FALLS
CRATER LAKE NATIONAL PARK
PRINEVILLE
REDMOND
SISTERS
ARLINGTON
CONDON
HEPPNER
PENDLETON
LA GRANDE
ENTERPRISE
BAKER
JOHN DAY
DAYVILLE
MITCHELL
UNITY
VALE
NYSSA
ONTARIO
BURNS
JORDAN VALLEY
PAISLEY
LAKEVIEW
O R E G O N
30
26
101
99
20
34
36
38
42
5
126
97
199
62
66
140
395
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395
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84
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26
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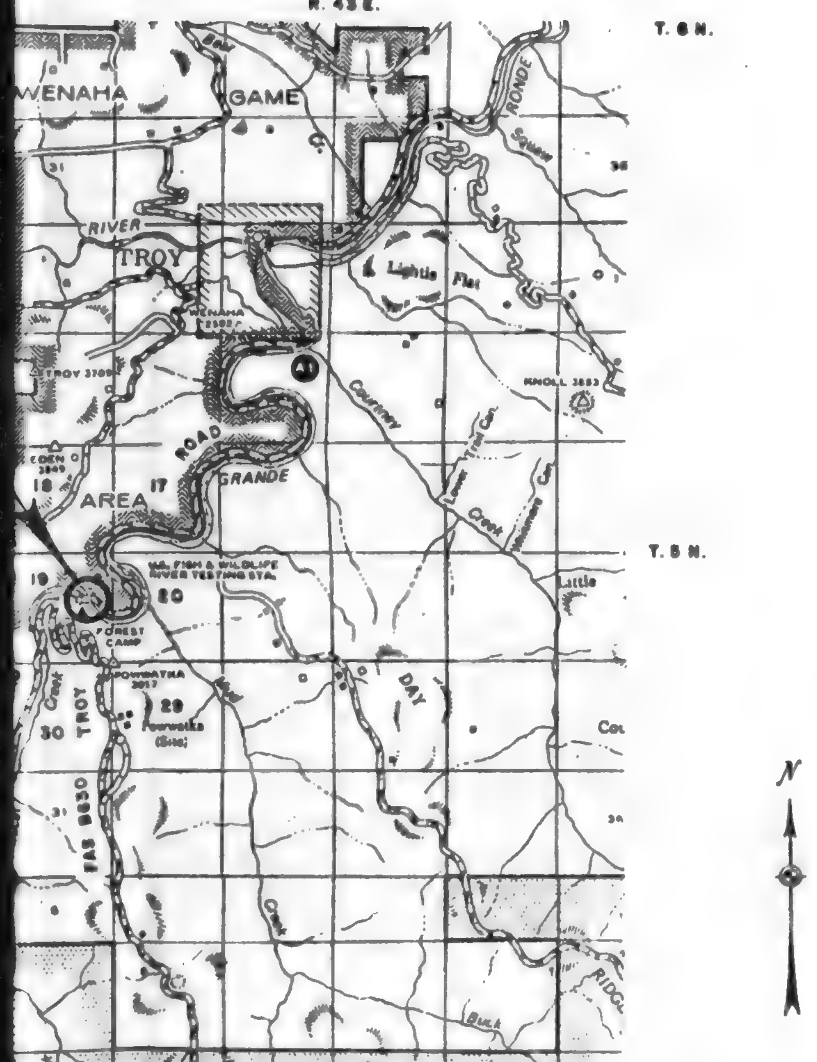
78
95
197
3

R. 43 E.
T. 6 N.


WENAHA
GAME
RONDE
Squaw
RIVER
TROY
Lightle Flat
WENAHA
TROY 3700
KNOLL 3853
Courtney
Trail Cr.
EDEN
18
17
AREA
ROAD
GRANDE
Creek
Little
19
20
U.S. FISH & WILDLIFE RIVER TESTING STA.
FOREST CAMP
POWWATKA 3017
29
Powwatka (Site)
30
TROY
Creek
FAS B630
DAY
Cou
31
Buck
KUHN
RIDGE
N

T. 5 N.

T. 4 N.

Sketch Map

ale 0 1 2 Miles

PRELIMINARY COPY
SUBJECT TO CHANGE

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Samuel T. Naito	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

4475 OCT. 30, 1959 H. S. COULTER

4952 MAY 13, 1960 EDGAR S. HUNTER

H. S. Coulter	E. S. Hunter
STATE HIGHWAY ENGINEER	ASSISTANT STATE HIGHWAY ENGINEER

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

FIELD OPERATIONS ENGINEER DATE

Con 19-1
[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 4, 1985

In Reply Refer to
File No.:
LOC 8

Dale E. Wilken, Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Oregon Project RS-B630(3)
Grande Ronde River (Powwatka) Bridge No. 32C02
Ice Floe Clearance
Wallowa County

Your March 18 letter expressed concern about the recommended ice floe clearance for the replacement structure.

We have reviewed the situation and have decided to place the bottom of beam elevation at 1,741.0 feet. This will provide seven feet of clearance above the 100-year flood elevation.

Sincerely,

ORIGINAL S

Bob Pool
Location Engineer

bc H. S. Coulter
E. S. Hunter
Walt Hart
Gary Potter
Rick Kuehn
David Bryson

DWB:ja

RECEIVED
STATE HWY ENGR
APR 5 '85
REFER TO

FOR

Info	Issue	R/D	D.R.	Sign	Act	File

Form 734-3122

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

March 18, 1985
IN REPLY REFER TO
HBR-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project RS-B630(3)
Grand Ronde River (Powwatka) Bridge #32C02
Ice Flow Clearance
Wallowa County

Please note in your hydraulic report dated February 28, 1985 on the Grand Ronde River (Powwatke) Bridge proposal you recommend that the beam elevation be at elevation 1738.0. It is expected that this will provide 4 foot of ice flow clearance. However, the previous bridge (a pony truss) washed out in an ice flow in 1948 or 1949. Was the elevation of this bottom truss member 1742.5 to 1745.0? If it was, it would appear that only 140 square feet additional waterway in the new design over the existing structure is hardly enough protection against ice flow without extraordinary precautions in pier and roadway approach protection. Please restudy this site and assure yourself that you have considered all known element for this location.

Sincerely yours,

for Dale E. Wilken
Division Administrator

cc:
OSHD (A M Batten)
OSHD (G Potter)

NOTED
E.S. HUNTER
Location
Pls handle
ESH

RECEIVED
STATE HWY ENGR
MAR 19 '85
REFER TO
Hunter
FOR

Info	Invest	R/D	D/R	Sign	Act	File
					✓	

STATE OF OREGON

INTEROFFICE MEMO

HIGHWAY DIVISION - LOCATION UNIT

LOC 8

TO: MEMO TO THE FILE

DATE: February 28, 1985

FROM: Ann M. Batten
Ann M. Batten
Hydraulic Specialist

SUBJECT: Grande Ronde River (Powwatka) Bridge #32C02
County Road - FAS B630
Wallowa County

The proposed structure will replace an existing 165 ± -foot long two-span, one-lane bridge. The existing structure is narrow and deteriorated. The new structure will be placed on an alignment approximately 50 feet downstream of the existing structure.

HYDROLOGY

The Grande Ronde River flows northeasterly from its source, the Blue Mountains, and drains approximately 3,110 square miles upstream of the proposed bridge site. Grande Ronde River Gage No. 13333000 at Troy, Oregon, located approximately 7.5 miles downstream with a drainage area of 3,275 square miles, was statistically analyzed. Forty years of record, from October 1944 to September 1984, were used. The recurrence interval vs. peak discharge relationship shown below was determined from a statistical analysis of this data, using a Log-Pearson Type III distribution. The results were adjusted to reflect the difference in drainage area between the gage and the bridge site, using the method in the U.S.G.S. report "Magnitude and Frequency of Floods in Eastern Oregon".

Recurrence Interval	Peak Discharge
500-year	41,600 cfs
100-year	34,700 cfs
50-year	31,600 cfs
25-year	28,500 cfs
10-year	24,500 cfs
5-year	20,400 cfs

The largest flood of record occurred on December 23, 1964 when a peak discharge of 42,200 cfs was recorded at the gage. The estimated peak discharge at the bridge site is approximately 40,600 cfs. Other data concerning this flood is shown on the attached Hydraulic Data sheet.

Skip Lovell, Wallowa County Roadmaster, was contacted concerning past flood history at the site. He stated that during the December 1964 flood, the westerly approach embankment washed out. The previous structure, which was a pony truss, was washed out by an ice floe in either 1948 or 1949. This structure provided approximately the same vertical clearance as the existing structure since it was set on the piers still in use today.

81-125-1387

HYDRAULIC DESIGN

The 25-year flood of 28,500 cfs was used as the design flood with an estimated high water elevation of 1,733.0 feet.

Two replacement structures were investigated. For both Alternative "A" and Alternative "B", a two-span structure was assumed with the easterly end set into a rock cliff. Alternative "A" (Figure 2) has a 1-1/2:1 end slope on the western side of the channel to provide a normal waterway area of 2,365 square feet and creates approximately one foot of backwater during a 100-year flood. Alternative "B" (Figure 3) has a 1-1/2:1 end slope on the western side of the channel to provide a normal waterway area of 2,105 square feet. Alternative "B" maintains the status quo of the existing structure. Figure 1 summarizes the existing and proposed conditions. Considering the location and the minimal impact of the backwater on the upstream property, it is suggested that Alternative "B", which maintains the status quo, be selected as the replacement alternative.

It is suggested that the minimum proposed bottom of beam elevation be at Elevation 1,738.0 feet. This will provide 4 feet of clearance for ice passage during the 100-year flood. The bottom of beam elevation of the existing bridge varies from Elevation 1,742.5 to Elevation 1,745.0. Since an ice floe washed out a previous structure with the beams at this elevation, the proposed structure should be designed to resist ice forces.

RIPRAP

For both Alternative "A" and Alternative "B", it is suggested that the westerly approach embankment be protected with a 3-foot thick blanket of Class 700 loose riprap. A 9-inch thick filter blanket of 4"-0 to 6"-0 river-run or pit-run material will be required. This protection should also have a toe trench.

DWB/AMB:ja

Attachments

bc	Bob Pool	w/attach.
	Walt Hart	"
	Rick Kuehn	"
	Gary Potter	"
	Cam Gilmour	"
	Bob Hector	"
	Herb Schell, FHWA	"

PROGRAM SECTION
MANAGER RESOURCE UNIT ___
FA UNIT ___✓ PROGRAM UNIT ___
MAR 5 1985
REFER TO___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

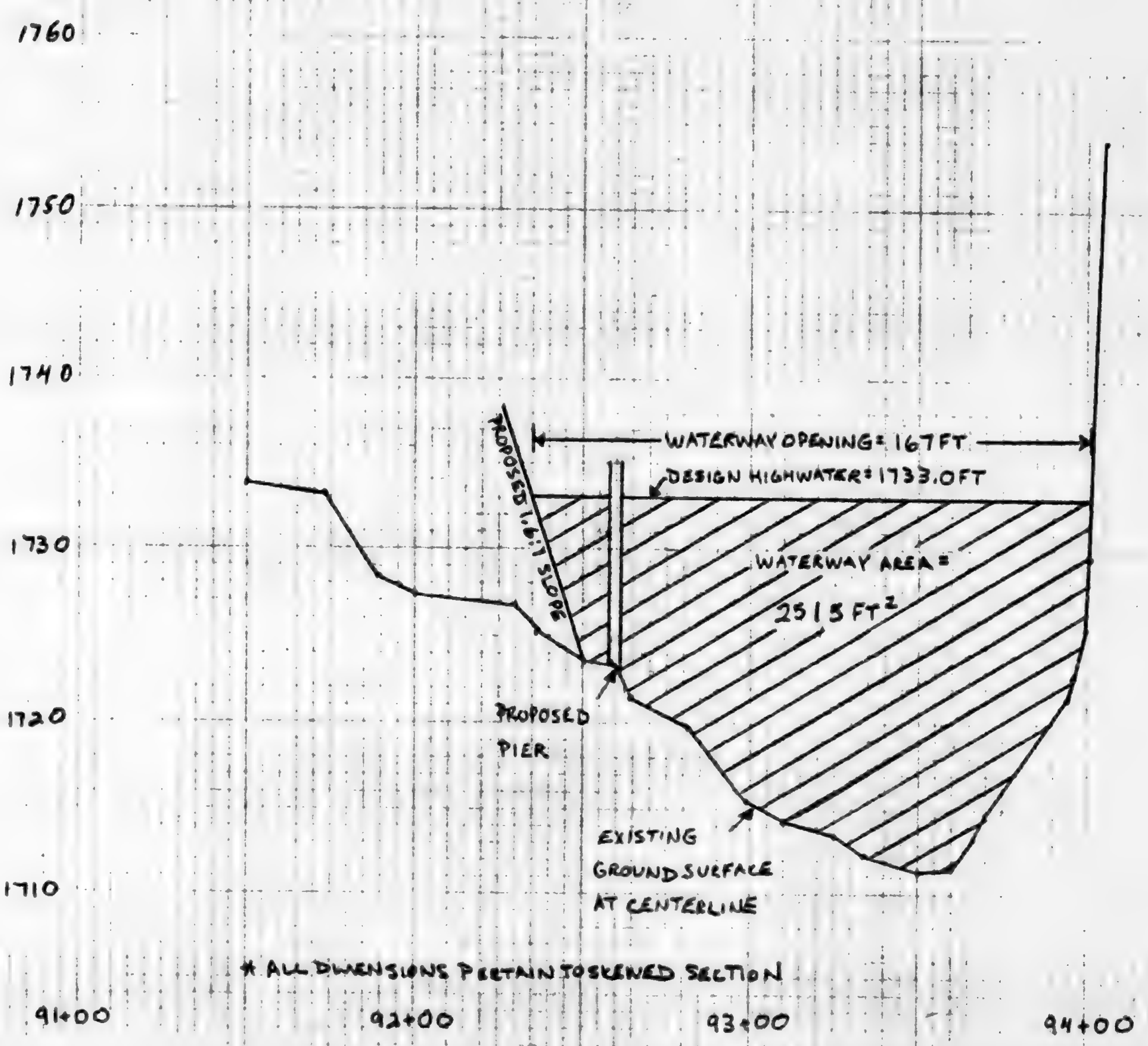
FIGURE 1

	Q (cfs)	Normal Waterway Opening (Ft.)	Normal Waterway Area (Sq. Ft.)	Skewed Waterway Opening (Ft.)	Skewed Waterway Area (Sq. Ft.)	Design Highwater Elevation (Ft.)	Backwater Elevation (Ft.)	Backwater Depth (Ft.)
Existing								
25-year	28,500	146	1,950	N/A	N/A	1,733.1	1,734.7	1.6
100-year	34,700	150	2,110	N/A	N/A	1,734.3	1,736.8	2.5
Alternate "A"								
25-year	28,500	157	2,365	167	2,515	1,733.0	1,733.6	0.6
100-year	34,700	159	2,535	169	2,700	1,734.1	1,735.2	1.1
Alternate "B"								
25-year	28,500	135	2,105	143	2,240	1,733.0	1,734.6	1.6
100-year	34,700	137	2,250	145	2,395	1,734.1	1,736.6	2.5

FIGURE 2

ALTERNATE "A"

SECTION SKEWED 20° TO CHANNEL*


1760
1750
1740
1730
1720
1710
91+00
92+00
93+00
94+00
WATERWAY OPENING = 167 FT
DESIGN HIGHWATER = 1733.0 FT
WATERWAY AREA =
2513 FT²
PROPOSED 1.6:1 SLOPE
PROPOSED
PIER
EXISTING
GROUND SURFACE
AT CENTERLINE

* ALL DIMENSIONS PERTAIN TO SKEWED SECTION

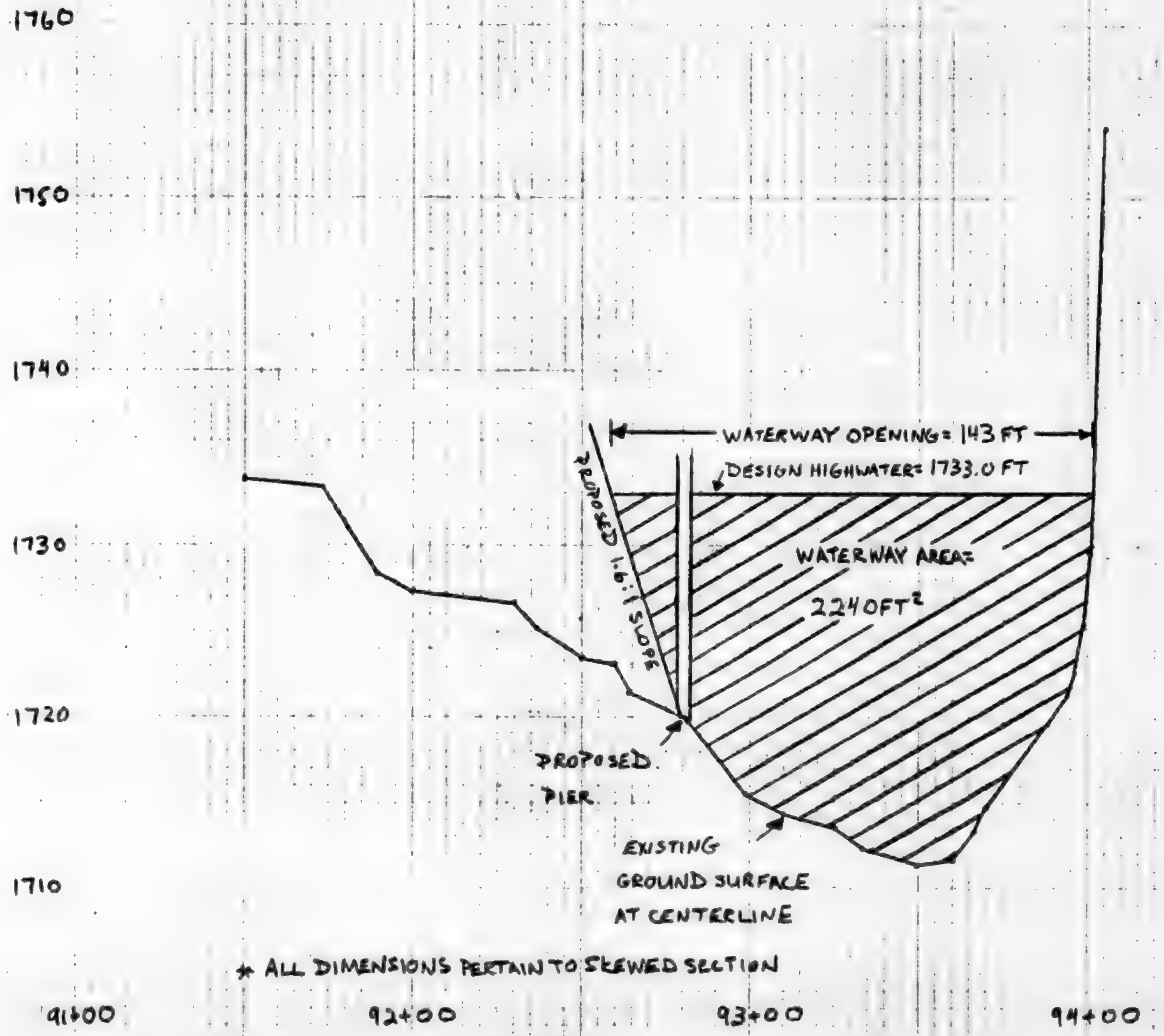
A.M.B.
2/21/85

KEUFFEL & ESSER CO.

FIGURE 3

ALTERNATE "B"*

SECTION SKEWED 20° TO CHANNEL*


1760
1750
1740
1730
1720
1710
91+00
92+00
93+00
94+00
WATERWAY OPENING = 143 FT
DESIGN HIGHWATER = 1733.0 FT
WATERWAY AREA = 2240 FT²
PROPOSED 1.6:1 SLOPE
PROPOSED PIER
EXISTING GROUND SURFACE AT CENTERLINE

* ALL DIMENSIONS PERTAIN TO SKEWED SECTION

A.M.B.
2/21/85

HYDRAULIC DATA

		DESIGN FLOOD	BASE FLOOD	MAXIMUM PROBABLE FLOOD	MAXIMUM FLOOD YEAR (1964)
Discharge	cfs	28,500	34,700	41,600	40,600
	m^3/s				
Frequency —yrs.		25	100	500	330
H.W. Elevation	ft.	1733.0	1734.1	1735.2	1735.0
Natural Channel	m.				
Backwater	ft.	1733.6	1735.2	1736.9	1736.6
Elevation	m.				
Average **	fps	12.2	13.8	15.4	15.2
Velocity	mps				
Headwater	ft.	-	-	-	-
Elevation	m.				
Tailwater	ft.	-	-	-	-
Elevation	m.				

For Canals:"DESIGN FLOOD"= Design Flow
"Discharge"= Capacity

REMARKS: ALTERNATE "A"

** VELOCITY THROUGH NORMAL CROSS-SECTION AT STRUCTURE

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

GRANDE RONDE RIVER (POWWATKA) BRIDGE # 32C02
COUNTY ROAD - FAS B630
WALLOWA COUNTY

COMPILED BY: ANN M. BATTEN

DATE: FEBRUARY 21, 1985

HYDRAULIC DATA

		DESIGN FLOOD	BASE FLOOD	MAXIMUM PROBABLE FLOOD	MAXIMUM FLOOD YEAR (1964)
Discharge	cfs	28,500	34,700	41,600	40,600
	m^3/s				
Frequency — yrs.		25	100	500	330
H.W. Elevation	ft.	1733.0	1734.1	1735.2	1735.0
Natural Channel	m.				
Backwater	ft.	1734.6	1736.6	1738.8	1738.4
Elevation	m.				
Average **	fps	13.7	15.5	17.4	17.1
Velocity	mps				
Headwater	ft.	-	-	-	-
Elevation	m.				
Tailwater	ft.	-	-	-	-
Elevation	m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: ALTERNATE "B"

**VELOCITY THROUGH NORMAL CROSS-SECTION AT STRUCTURE

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

GRANDE RONDE RIVER (POWWATKA) BRIDGE # 32C02
COUNTY ROAD - FAS B630
WALLOWA COUNTY

COMPILED BY:	DATE:
ANN M. BATTEN	FEBRUARY 21, 1985

10,177

Marked Copy
Jan 12, 1985

LOCATION NARRATIVE REPORT

ub: Grande Ronde River (Powwatka) Bridge
County Road - FAS B630

Wallowa County

istory: This project was initiated by Wallowa County under the federal bridge replacement program.

The existing bridge was constructed in 1955. The structure has a dead load sag of 8 - 10" and considerable vibration is felt when walking over it.

The present structure is only 14' wide, and therefore a one lane bridge, with limited sight distance on the northerly end due to a 90 degree curve right in a cut section.

ntent: The intent of this project is replace the bridge - not build county road to our specifications.

lignment: The proposed alignment was picked so that the existing bridge could be used as a detour during construction. To establish the proposed alignment the existing road was split to locate the back tangent for curve #1, the forward tangent crossing the river; then the existing road again split to determine the forward tangent of curve #2. The first curve is a 20 degree curve left and the second curve is a 40 degree curve right thus easing the present 90 degree curve right at the end of the present structure.

The proposed vertical alignment will raise the grade at the low point southerly of the structure and lower the grade of the proposed structure.

This is a low speed (35 MPH), low volume (ADT 70) road in an area subject to severe winter conditions - therefore a reduced super-rate of 0.03'/' is recommended on the new curves.

ounty Review:
uture Align-
ent:
The proposed alignment and finish grade of the structure has been reviewed by and discussed with Wallowa County Officials. SINCE THE INTENT OF THE PROJECT IS TO REPLACE THE BRIDGE AND WALLOWA COUNTY HAS CONCURRED WITH THE LOCATION PROPOSAL - **WE EXPECT ANY REVISION IN STRUCTURE ALIGNMENT TO BE DISCUSSED WITH THIS OFFICE AND THE COUNTY** - IF NECESSARY TO REDUCE GRADING COSTS THE ALIGNMENT SHOWN IS TO BE CONSIDERED THE FUTURE ALIGNMENT AND THE APPROACHES REVISED TO REDUCE COSTS - THE COUNTY WILL PURSUE THE GRADING WORK TO MEET THE PROPOSED FUTURE ALIGNMENT AS TIME AND MONIES ALLOW. **THE STRUCTURE IS NOT TO BE ARBITRARILY LOWERED TO REDUCE GRADING COSTS.**

roposed
tructure:
It is proposed to construct a 28' wide by 160' clear span structure with a possible short end span on the southerly end to reduce the high embankment. The county prefers to have a clear span with no bents in the river channel.

The proposed location will set the ~~northerly~~ easterly end into a rock cliff. This may include constructing a wingwall on the right side of the end bent. The 160' span is a minimum span required to clear the river. The ~~southerly~~ westerly end will require a high abutment with high wingwalls, approximately 20' +/- high, or another short end span could be added.

Structure width 28' Traveled way (32'± Out to Out)

Flood & Highwater: This project is located in a flood plain. The apparent highwater mark is at elevation 1726.6 which is approximately 5' above the water level at the time of this survey - 10/25/84.

Utilities: There are no utilities in the immediate area. We would recommend that provisions for possible future utility contacts on the structure be provided if practical.

Right-of-Way: Some R/W will be required for this project. The existing R/W is assumed to be 60'. At this time we are not prepared to advise the County of what R/W may be required. In the past sufficient changes by FINAL DESIGN have occurred to require the renegotiation of the R/W agreement - also the project is represented to the property owners as proposed during location, subsequent changes by FINAL DESIGN cause the County and the property owner to be reluctant to negotiate R/W needs at this time.

THE COUNTY WILL ACQUIRE THE NECESSARY R/W WHEN LIMITS REQUIRED ARE DETERMINED AND A PRELIMINARY SET OF PLANS PRODUCED FOR REVIEW, ETC.

Typical Section: The typical section for this project is a 28' wide roadway with 3:1 rock slopes. A 0.7' ditch is proposed in cut sections. The ditch is formed with a 3:1 slope for 2' from the subgrade shoulder. The surfacing will consist of 14" of grid-rolled aggregate base - this is consistent with the existing surfacing - no leveling course is used or required - the existing county road is surfaced only with grid-rolled aggregate base material and is satisfactory and suitable for the use intended.

Earthwork: This will be an embankment in place project. Approximately 4200 yds of fill material will be required. Some 2100 yds is available from roadway excavation. Part of the remaining 2100 yds may be available from the existing approach fill.

Material Source: No material sources are proposed for the embankment or the grid-rolled aggregate base. County sources will be available through the County. Concrete supply would be either from La Grande or Enterprise - due to the haul time - cement will have to added on the project.

Guardrail: A minimum amount of guardrail will be required for this project. It is proposed to install 62.5 feet on the SW corner and 112.5 feet on the SE corner due to the high embankment on the outside of a curve. On the northerly end the minimum amount of guardrail required to bury the ends in the cut section will be used.

TP & D of Traffic: The present structure is proposed to be used as a detour during construction. There will be some stage construction necessary during the grading work - especially on the northerly end. There may be some staging required on the southerly end if the existing approach fill is utilized in the new embankment. Some limited flagging will be required.

Park & Rafts: The proposed project is located along the edge of an unimproved camp ground owned by the Oregon Department of Fish and Wildlife. This camp ground is heavily used during the summer months by rafters. Approximately 6,000 people rafted this river in 1983.

Ice Floes: In discussions with Verne Russell it was reported that in 1952 an ice floe was high enough to take out a timber structure that was approximately the same elevation as the existing. I advised Verne that our proposal and the need for a clear span would lower the present vertical clearance slightly due to beam depth, etc. He asked that we not lower the structure any more than absolutely necessary.

POSSIBLE CONTACTS FOR INFO

Verne Russell - Wallowa County Federal Aid Cor. - Phone: 426-3048 office
432-8805 home

Joseph A.
12/21/84

[illegible] Copy Jan. 18 [illegible]

SUMMARY — BID SCHEDULE — COST E TIMATE

OREGON STATE HIGHWAY DIVISION

ECTION Grande Ronde River (Powwatka) Bridge		REFERENCE NAME/PHONE Duane Berg 963-7545	COUNTY Wallowa	SHEET 1 OF 2	
IND OF WORK Grading and Structure	KEY NUMBER 02572	LENGTH 0.1 mile	DATE 12-13-84	NAME J.A. Schlieski	

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
1	Mobilization	1100050	L.S.	100%	-	5300.00
2	Temporary Protaction and Direction	1110010	L.S.	100%	-	1200.00
3	Temporary Signing	1110020	sq. ft	64	8.20	525.00
4	Temporary Barricades Type I	1110030	each	8	68.00	544.00
5	Flagging	1110360	hour	120	12.20	1464.00
6	Clearing and Grubbing	2010010	L.S.	100%	-	1000.00
7	Removal of Structures and Obstructions	2020020	L.S.	100%	-	1000.00
8	Toe Trench Excavation	203	cu. yd.	100	6.60	660.00
9	Embankment in Place	203	cu. Yd.	4200	4.25	17850.00
0	Finishing Roadbed and Slopes	222	L.S.	100%	-	1000.00
1	Grid Rolled Pit Run and Base	303	sq. yd.	2250	3.50	7875.00
2	Guard Rail Type 2A	6060022	lin. ft.	137.5	10	1375.00
3	Guard Rail Type 3	6060030	lin. ft.	100	30	3000.00
4	Guard Rail Anchor Type 1	6060110	each	2	325	650.00
5	Guard Rail Anchor Type 2	6060120	each	2	300	600.00
6	Guard Rail End Piece Type C	6060230	each	2	88	176.00
7	No pay on New Structure ~~Guard Rail Bridge Conn.~~	~~606020~~	~~each~~	~~4~~	~~288~~	~~1152.00~~
8	Grid Roller ? ([illegible])		hour	24	52.25	1254.00
19	Riprap Class ~~50~~ 100		cu. yds	145	20	2900.00
	*Sub-total this page					47,525.00

SUMMARY — BID SCHEDULE — COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION	REFERENCE NAME/PHONE	COUNTY	SHEET
Grande Ronde River (Powwatka) Bridge	Berg 963-7545	Wallowa	2 OF 2

KIND OF WORK	KEY NUMBER	LENGTH	DATE	NAME
Grading and Structure	02572	0.1 mile	12-13-84	J.A. Schlieski

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
-	160x28 Structure			1	-	240000.00
-	Bridge Removal Work	2020500	L.S.	100%	-	17000.00
-	Anticipated Items					
	Temporary Erosion Control					1000.00
	Permanent Signing ?					? 500.00
						304,873
-	*** Total Bid Items and Anticipated Items					~~306,025.00~~
						60,975
-	Engineering and Contingencies @20%					~~61,025.00~~
-	**** Total Cost:					~~367,230.00~~
						365,848^{00}

4-1736 (REV. 2-84)

LOCATION DESIGN

ASSIGNMENT SHEET and PROJECT DIARY

(Powwatka)

Section Grande Ronde River Bridge **Highway** County Road **County** Wallowa

Assigned By Al Hansen **Designer** Honeywell **Date** Jan. 18, 1985

Directions Review the field location data. This project has to get moveing - Check bridge vicinity map and constructio features for adequacy.

Narrative By Designer

Went through Job data. Marked up vicinity map to make it more easily understood and stand out. Added a typical section for Rip Rap.

This is a bridge replacement and short realignment of a remote County road in Northern Wallowa County with FAS-C funds. The existing bridge has been overloaded and has an dead load sag of 8 to 10 inches at mid span. There is also a 90° turn onto the structure at the east end that will be eliminated with this proposal.

The west end of the structure is to be on a vertical bent approx. 20' high. This keeps bents out of the stream at low Water and allows a 160' clear span. If fill is brought all the way up to the bent, 2 wing walls will be required. If a Short approach span is used, the wingwalls can be eliminated. This proposal and estimate is for wingwalls. A short wing wall may be required on the Southeast corner where the bridge will rest on a rock ledge and end bent.

The vicinity map plan from the field lists Class 700 Rip Rap at the westerly bent, the cost summary lists Class 50. This has been Changed to Class 100. No filter blanket required since the stream bed is already rocky with no signs of Erosion. Hydraulics unit will make the actual determination as to what class Rip Rap is to be used.

A Preliminary bridge design and preliminary plan sheet should be prepared as soon as possible, so the County can get started with R/W negotiations with Oregon Dept. of Fish and Wildlife for needed R/W. Estimated cost of this proposal is $365,848⁰⁰. Ralph Honeywell

Grande Ronde River (Powwatka) Bridge
Co. Rd. F.A.S. B630
Wallowa County
Jan. 18, 1985 HKHoneywell

DESIGNER'S REVIEW CHECK LIST

Does the location data reflect the scope of the project? Yes orig. est. $378,000
Field est. 367,830

Does the field estimate exceed project funding? No.

Do the typical sections adequately show the construction? Yes

Is right of way adequate as shown on the detail map? No R/W required. To be determined after structure is designed.

Is horizontal and vertical sight distance adequate? Yes for County Road.

Are horizontal and vertical clearances at structures adequate? Yes

Are median lanes required for left turns? N/A.

Have channelizations been checked by Region Traffic Supervisor? N/A.

Has traffic control during construction been studied? Yes Some flagger time: old structure to remain during construction.

Has capacity of storm sewers been reviewed? N/A.

Have double inlets been installed in sags? N/A

Has drainage along islands been provided? N/A

Are subdrains required in existing ditches or in cuts? No

Is rip rap or slope protection required? Possibly. Included in estimate.

Will fill slopes require erosion control? Temporary only.

Has disposition of excess excavation been addressed? No excess

Have cross sections been plotted to correct widths, grade, and standard slopes?
Some slopes 1:1 on east end at Bridge end with Guard Rail.

Has the surfacing design used in the field location been approved by the Surfacing Design Engineer? No. County decision to match existing.

Has a material source been identified and included in the location data? No.
County sources available through the County.

Is there adequate tangent length between curves to handle superelevation runoff?
Not on east end when tying back to existing. 0.03'/Ft. Super only due to ice & snow.

Do unit prices for estimated quantities seem realistic? Yes.

Is any aspect of the design substandard?
Adequate for County Rd. 35 MPH. ADT. 70

nig

U. S. DEPARTMENT OF TRANSPO TION
FEDERAL HIGHWAY ADMINIS ATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-B630(3)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Wallowa

3. FROM Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.
5. ITEM NO. 50003

6. TO

Mr. H. S. Coulter, State Highway Division
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10-9-84
8. FEDERAL ROUTE NUMBER Secondary B630
9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

GRANDE RONDE RIVER (POWWATKA) BRIDGE #32C02-501-03072

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
* ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

* Including archeological salvage and utility preparatory work TEC $47,900;
Federal Funds $42,220

13. REMARKS

As requested by Mr. Potter's PEA dated October 5, 1984.

The above approval is subject to FHWA field review.

RECEIVED
STATE HWY ENGR
OCT 12 '84
REFER TO Potter
FOR
Info Invest R/O D/R Sign Act File

Orig to
10/12

14. DATE 10/11/84
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANSPORTATION–HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND
REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

10-5-84

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED.	ROUTE NO. STATE
Co. Rd., Approx. 3.5 mi. S.W. of Troy "Grande Ronde River (Powwatka) Br. Sec."	075	50003	RS-B630(3)	B630	Co. Rd.

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 60' normal

Water Development None Recreation & Historical Areas None

County Wallowa Code 063 Imp. Code 09

A-95 Review:

State Cl. Ho......... Exempt__ Date Approved 10-2-84 OR 840823-053-2

Dist.__Cl. Ho. ..... Exempt__ Date Approved 10-2-84 No Reply__

Project Environmental Assessment: FHWA Concurrence Dated 9-5-84

1-EIS __ 2-Categorical Exclusion X 3-Draft Assessment & FONSI __

Notes: (1) Project in Congressional District 2.

(2) Bridge No. 32C02, 501 03072.

(3) Included in FY '85 AP.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
__ All Phases thru Final Envir. Document
X Incl. Archeological Salvage
X " Util. Preparatory Work
__ " R.R. Preparatory Work

Est. Proj. Cost:

	TEC NTE	$ 47,900
(88.15%)	FF	$ 42,220
	STATE	$ 3,430
	Co.	$ 2,250✓

For PR-37:
Field Phase $
PS&E Phase $

REMARKS:
Attached data consists of Parts 1, 2 and 4 of the Project Prospectus with project map.

DRH:bkb Key #02572

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
10-5-84	ORIGINAL SIGNED BY GARY A. POTTER GARY A. POTTER	MANAGER, PROGRAM SECTION

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Wallowa Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID#	02572
SECTION	GRANDE RONDE RIVER (POWWATKA) BR. #32C02
REGION	5
AUTHORIZATION NO.	1
PREFIX	
DATE	8/3/84

SURVEY AUTHORITY

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$15,000	915 AUDITS	$	$	933 SURFACE DESIGN	$ 200	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION	800		935 SOILS	7,000	
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		1500	920 PROGRAM MANAGEMENT	200		937 HYDRAULICS	1,500	
906 BRIDGE DESIGN			921 SPECIFICA-TIONS	1,000		938 REGION ENVIRONMENT	200	200
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES	200		949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION	2,200		950 TRAINING		0
910 REGION GEOLOGIST		1,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		100	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	7,000		980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN	9,000		929 Free Spec's	1,000	
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$ 47,900	$
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

County requests free bridge design and specifications as provided for by Oregon Revised Statutes.

8-28-84
ah

PREPARED BY	DATE 8/3/84	APPROVED, ASST HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE 8-3-84	APPROVED ASST HIGHWAY ENGINEER FOR TECH SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

[illegible]
Grande Ronde

R[illegible]D
STAT[illegible] ENGR
OCT 8 '84
REFER TO

FOR
Info	Inves	R/D	D/R	Sign	Act	File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage Street N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number: 1-800-422-3600

PROGRAM SECTION 10-8-84
cc: FHWA
✓State Highway Engineer
Location Unit
Right of Way Sec.
Road Design Sec. (3)
Environmental Sec.
Bridge Sec.
Aeronautics Div.
Fed. Aid Group
* Reg. Eng. 5: R.D. Hector
Dis. Eng. 13: C.K. Ansell
*Inform P.M.

CONCLUSIONS

APPLICANT: OREGON DEPARTMENT OF TRANSPORTATION

PROJECT TITLE: GRANDE RONDI RIVER (POWWATKA) BRIDGE SECTION
TROY-PROMISE CO. RD

DATE: October 2, 1984 WALLOWA COUNTY

The Blue Mountain Intergovernmental Council and
The State of Oregon reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of state government:

- ☐ may exist.
- ☐ have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.
- ☐ have been satisfactorily resolved. No significant issues remain.

A copy of this notification and attachments, if any, must accompany your application to the federal agency.

NOTED
H. S. COULTER

FEDERAL CATALOG # 20.205

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number: OR 840823-053-2

This number should be used on all correspondence and particularly on SF-424.

Dolores Streeter
Clearinghouse Coordinator

cc:Dale Wilken, FHWA
PNRS # 3
Revised 6/84

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

AUG 2
INTERGOVERNMENTAL RELATIONS DIVISION
SEP 7 1984

PNRS STATE REVIEW

Project #: OR 840823-053-2 Return Date: SEP 28 1984

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

(✓) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

This site is an important river access point for rafters, etc. on the Greenway. According to a 1983 U.S. Forest Service/Bureau of Land Management study over 34% of all river users take out at the Powwatka Bridge (estimated 1983 use was about 6700 users). Facilities (pit toilets, garbage cans, gravel parking area) are sorely needed here. If possible, a portion of the bridge project should include the funding of the development of these facilities.

RECEIVED
STATE PARKS
RECREATION SECTION

Agency Parks By Don Eikenberger

PNRS #2 Phone Number

OR840-23-053-2

STATE OF OREGON 1859

EXECUTIVE DEPARTMENT

SEP 4

LOCAL GOVERNMENT RELATIONS DIVISION

155 Cottage ST N.E
~~395 STATE LIBRARY BLDG.~~

SALEM, OREGON 97310

OBERT W. STRAUB
GOVERNOR

C

Notification of Intent to Apply for Federal Aid

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

Project # Grande Ronde Riv (Ponwatka Bridge) Due Date: ____________

To Agency Addressed: If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

Replace existing steel Girder bridge

Fed. 359000 State 24,500 Local $24,500 Total $408000

PROGRAM REVIEW AND COMMENT

We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

(X) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement.

- - - - - - - - - - -

REMARKS (Please type or print legibly)

We urge the funding of this project

Agency BLUE MOUNTAIN
INTERGOVERNMENTAL COUNCIL
COURT HOUSE
ENTERPRISE, OR 97828

By John W Beck

JOHN W. BECK
COORDINATOR
BOX E
ENTERPRISE, OR 97828

8/30/84

[illegible]

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

Intergovernmental Relations Division
AUG 31 1984

PNRS STATE REVIEW

Project #: OR 840823-053-2 Return Date: SEP 28 1984

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(X) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By L Hook

PNRS #2 Phone Number 8-[illegible]

Kenn
Wallowa

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

DEPARTMENT OF LAND
CONSERVATION AND DEVELOPMENT
AUG 24 1984

PNRS STATE REVIEW

SEP 28 198
SALEM
SEP 28 1984

Project #: OR 840823-053-2 Return Date: ____________

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

No Conflict w/ Statewide Planning Goals

Agency LCDC By Jim Kennedy

PNRS #2 Phone Number 963-17-12

Con 10-1
Grande
Ronde

September 21, 1984

Wallowa County Court
PO Box 160
Enterprise, OR 97828

DES 6

Attention: Marjorie Martin
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 8242

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement covering construction of the Grande Ronde River (Powwatka) Bridge #32C02.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment
bc: Gary Potter (agree. att.)

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: ✓ H. S. Coulter
State Highway Engineer

DATE: August 9, 1984

FROM: for Gary A. Potter, Manager
Program Section

SUBJECT: Grande Ronde R. (Powwatka) Br. #32C02
Wallowa County
FAS-C Funding

Wallowa County has requested a project to replace a deteriorating, narrow bridge with a new prestressed reinforced concrete bridge. The County will attempt to obtain the additional right-of-way required by donation. Preliminary and Construction Engineering will be provided by the State. The State will provide a Bridge Design, Plans and Specifications at no cost to the County under ORS 366.155(k). The project location is shown on the attached map.

JURISDICTION	SECTION	TOTAL FUNDS	FEDERAL FUNDS	STATE FUNDS	LOCAL FUNDS
Wallowa	Grande Ronde R. (Powwatka) Br. Section FAS-B630	$408,000	$359,800	$24,100	$24,100

Region 5 and this office have investigated this proposed project, confirming its validity and financing and request you authorize this project under delegated authority.

APPROVED BY:

H S Coulter
State Highway Engineer

Date 8-10-84

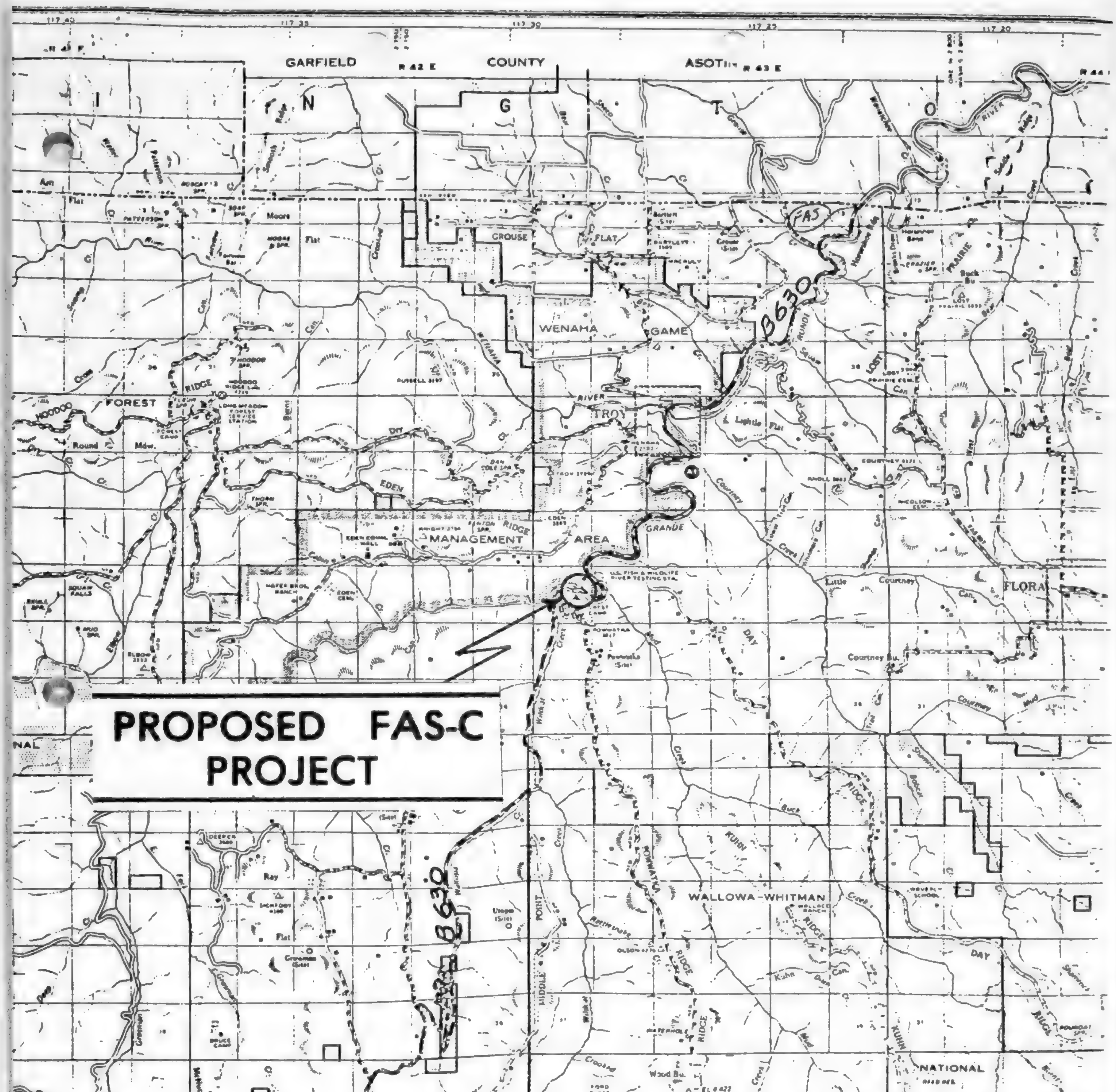
MKS:pf
Attachment

on report

orig Gormsen
cys potter
acctg.
files
8-13

RECEIVED
STATE HWY ENGR
AUG 10 '84
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Contains Recycled Materials


GARFIELD
R 42 E
COUNTY
ASOTIN
R 43 E
FAS
B630
CROUSE
FLAT
WENAHA
GAME
RIVER
TROY
FOREST
EDEN
RIDGE
MANAGEMENT
AREA
GRANDE
FLORA
DAY
KUHN
RIDGE
WALLOWA-WHITMAN
NATIONAL
B632
MIDDLE
POINT
POWWATKA
WASHBOARD
McALISTER

PROPOSED FAS-C PROJECT

PRESIDENT • GLADYS McCOY — MULTNOMAH COUNTY
FIRST VICE PRES. • BILL VIAN — DOUGLAS COUNTY
SECOND VICE PRES. • DAVID O. COOPER — LINN COUNTY
TREASURER • F.E. KNIGHT — TILLAMOOK COUNTY

LOCAL GOVERNMENT CENTER
1201 COURT STREET N.E.

P.O. BOX 12729
SALEM, OREGON 97309-0729
(503) 585-8351

ASSOCIATION OF OREGON COUNTIES

P. JERRY ORRICK, EXECUTIVE DIRECTOR

Judge S. J. Farris
Wallowa County Court
P. O. Box E
Enterprise, OR 97828

RE: Grande Ronde (Powwatka) Bridge Section

Dear Stan:

In response to your request of August 1, 1984, the FAS-C Guidelines and Working Agreement authorize you to submit a project application for funding without AOC Board of Directors approval provided your request for advance FAS-C funds does not exceed three years. With your current uncommitted balance plus the three-year advance you would have more than enough to meet the estimated project cost of $408,000.

If you have any questsions concerning the details of the agreement, please call me.

Sincerely,

Bill

Bill Penhollow
Senior Executive Assistant

lg

cc: Donald N. Harwell

PROGRAM SECTION
MANAGER ...... RESOURCE UNIT ......
FA UNIT ...... PROGRAM UNIT ......
AUG 22 1984
REFER TO........
R/D ...... ACT ...... REPLY ......
DISC ...... INFO ...... FILE ......

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

Date: August 21, 1984 PRO

To: Executive Department
Federal-Aid Coordination Unit

Blue Mountain Intergovernmental
Council
Wallowa County Courthouse
Enterprise, OR 97828

From: for Gary A. Potter, Manager
Program Section

Subject: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 13
Section: Grande Ronde Riv. (Powwatka) Bridge
Highway: Troy-Promise Co. Rd.
County: Wallowa

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-Aid funds on this project to be October 8, 1984.

JLG:pf
Attachments

R. N. BOTHMAN
RECEIVED
STATE HWY ENGR
AUG 22 '84
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8) PNRS #	Page One

02 12) **APPLICANT** [45 Department of Transportation | 46) **DIVISION** [79 Highway

03 12) **APPLICANT ADDRESS** **STREET** [45 Transportation Building | 46) **CITY** [60 Salem | 76) **ZIP** [80 97310

04 12) **CONTACT PERSON** [45 Gary A. Potter | 46) **AREA CODE** [48 (503) | 49) **PHONE** [55 378 | 56) **EXTENSION** [59 6564

01 12) **PROJECT TITLE** [71 Grande Ronde Riv. (Powwatka) Bridge Section

11 12) **PROJECT LOCATION—CITY** Troy-Promise Co. Rd. | **PROJECT LOCATION—COUNTY** Wallowa | **PROJECT LOCATION** [79 SEC: T: R:

05 **SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)**

06 12) Replace existing deteriorating narrow steel girder bridge with modern [71

07 12) concrete structure (See attached Part 3 of Project Prospectus and Location Map). [71

08 12) [71

09 12) [71

10 12) [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12) (A) Grant [19	20) (B) Other [27	28) (C) State [35	36) (D) Local [43	44) (E) FUNDS [51	52) (F) FUNDS [60
$359,000		$24,500	$24,500		$408,000

13 12) **TYPE OF OTHER FEDERAL FUNDS (See 12B)** [45 | 46) **TYPE OF OTHER NON-FEDERAL FUNDS (See 12E)** [79

14 12) **FEDERAL PROGRAM TITLE** [71 Title 23 USC Highways

15 12) **FEDERAL AGENCY NAME** [45 U. S. Department of Transportation | 46) **FEDERAL SUB-AGENCY NAME** [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (×) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

(B) TYPE OF ACTION: (Check (×) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: 8/21/84

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41) MONTH [42 October | 43) DAY [44 8 | 45) YEAR [46 1984

ADDITIONAL INFORMATION—ALL APPLICANTS

I A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 8/21/84 *

VI. If project includes state funds (12C), identify agency Oregon State Highway Division

STATE AGENCIES ONLY

VIII (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Class 2 Project, Categorical Exclusion, according to the 1978 environmental quality guidelines.

* Dale E. Wilken, Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

PROJEC PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #	
SECTION Grande Ronde River (Powwatka) Bridge #32C02	REGION 5

ESTIMATED RIGHT-OF-WAY IMPACTS

The project will require the acquisition of 0.2 of an acre for the construction of a replacement bridge across the Grande Ronde River near Troy. The acquisition would be acquired from Fish & Wildlife property located on the downstream side of the existing bridge. The property is part of the Wenaha Game Management Area. The affected property is used as a parking and landing site for rafters taking the Grande Ronde Canyon trip. The functioning of the remainder property should not be adversely impacted.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None. Care will be taken to see that the raft beaching and vehicle parking site will not be adversely affected by the new bridge. No other land use impacts are anticipated. The project is consistent with the Wallowa County Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Traffic volumes and flow patterns will not be affected. Safety will be improved as the existing structure has been subjected to overloading by logging and farm equipment and there is an 8 to 10 inch dead load sag at the center of the main span.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

Depending on final design, no in-stream bents are likely, greatly reducing any potential for adverse impacts.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

While the county map indicates that the proposed bridge site is a Forest Camp, it is simply part of the Wenaha Game Management Area that is used as a raft beaching and vehicle parking area. No improvements exist. The current function of the site will remain unaffected by the project. Preliminary evaluation indicates that Section 4(f) does not apply.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

Property acquisition from Department of Fish and Wildlife will be required. The use of the remainder property will have to be maintained. The affected property is Fish and Game's premier site for rafters above Troy (seven miles downstream).

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

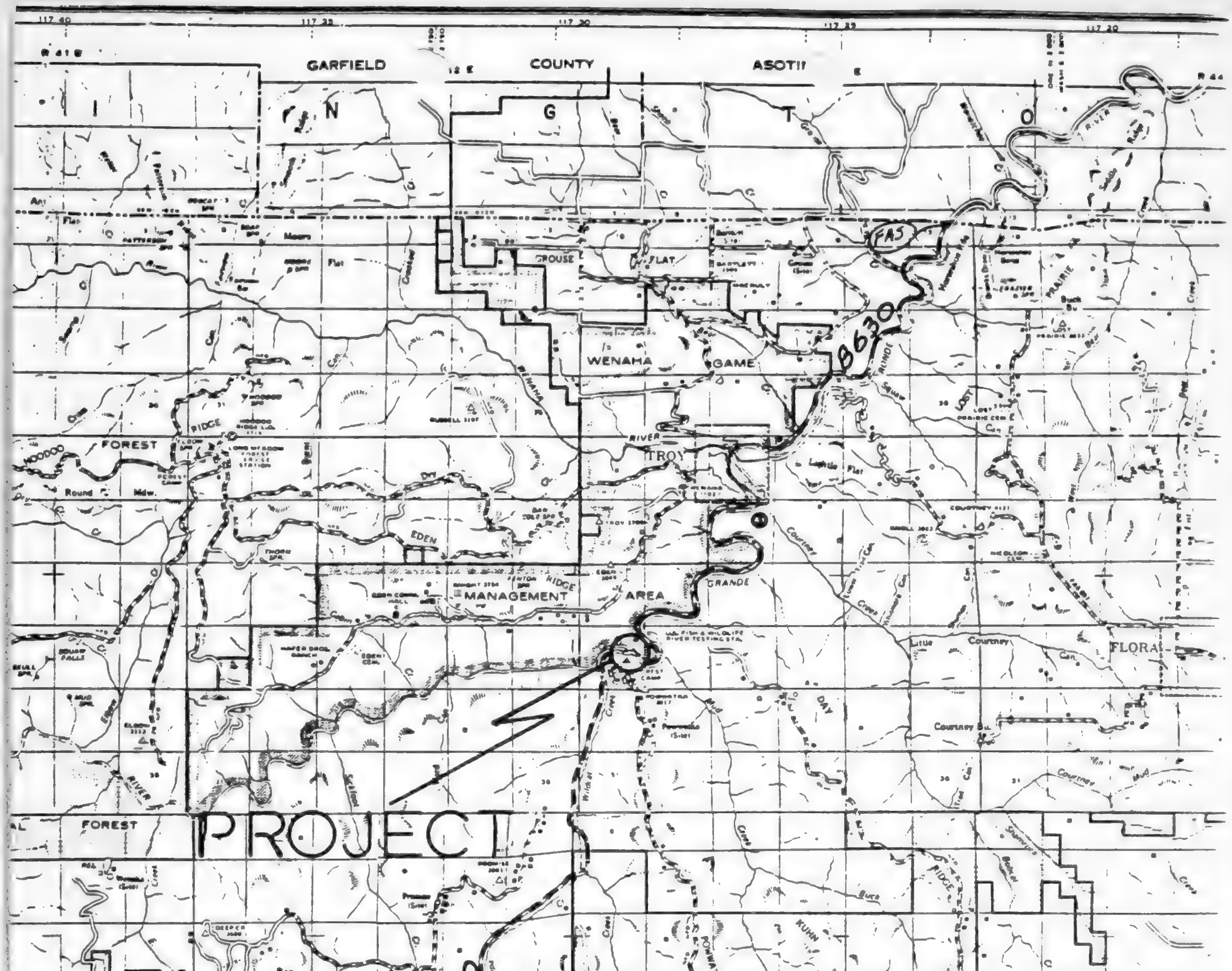
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The proposed project is a bridge replacemen involving 0.2 of an acre of right-of-way acquisition. The recreational use of the remainder property should not be adversely affected. No other adverse human or physic impacts are anticipated.

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X John Preston	963-3177	

734-1912 (7-82)


GARFIELD
COUNTY
ASOTII
N
G
T
O
FAS
CROUSE
FLAT
WENAHA
GAME
B630
FOREST
RIDGE
RIVER
TROY
EDEN
RIDGE
MANAGEMENT
AREA
GRANDE
FLORA
Courtney
DAY
FOREST
PROJECT
RIVER
Ray
Flat
B630
MIDDLE
POINT
POWWATKA
RIDGE
KUHN
RIDGE
WALLOWA-WHITMAN
NATIONAL
WASHBOARD
McALISTER
RIDGE
MIDDLE
POINT
RIDGE

CCN 19-1
Grande
Ronde

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

August 16, 1984

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Classification
Grande Ronde River (Powwatka) Br. #32C02
Troy-Promise Highway
Wallowa County
RS-B630(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

for Campbell M. Gilmour, Manager
Environmental Section

CMG:gc

Attachments (4)

CONCUR
9/5/84
For Division Administrator Date
Federal Highway Administration
Oregon Division

ENVIRONMENTAL SECTION
September 6, 1984

cc: J. B. Boyd (3)
J. H. Versteeg (4)
L. E. George (2)
G. A. Potter (2)
Richard McSwain
W. J. Hart
C. O. Fredrickson
F. E. Terpin
Local Programs Unit
Kit Leshk
Ron Noble
General Files
Bob Hector
John Preston
Vernal Moore
Clayton Ansell

Form 734-3122

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Grande Ronde River (Powwatka) Bridge #32C02

REGION
5

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RECOMMENDED PROJECT CLASSIFICATION

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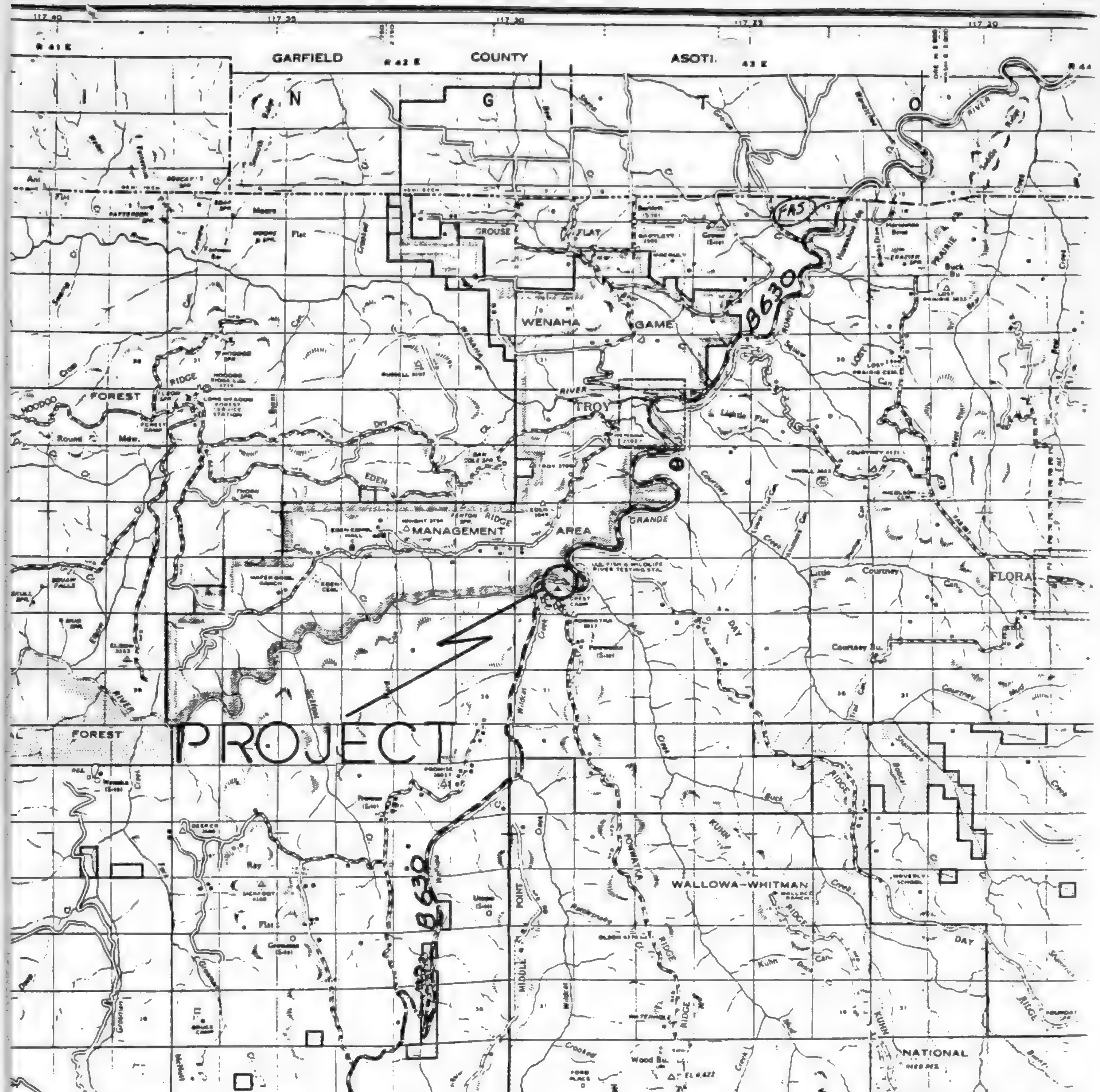
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The proposed project is a bridge replacemen involving 0.2 of an acre of right-of-way acquisition. The recreational use of the remainder property should not be adversely affected. No other adverse human or physic impacts are anticipated.

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X John Preston	963-3177	SEP 05 1984

734-1913 (7-82)


117 40
117 35
117 30
117 25
117 20
R 41 E
GARFIELD
R 42 E
COUNTY
ASOTI
43 E
R 44
I
N
G
T
O
RIVER
FAS
GROUSE
FLAT
PRAIRIE
8630
WENAHA
GAME
RIVER
TROY
FOREST
RIDGE
HOODOO
Round
Mdw.
EDEN
RIDGE
MANAGEMENT
AREA
GRANDE
Courtney
FLORA
Little
DAY
RIVER
FOREST
PROJECT
8630
KUHN
POWWATKA
RIDGE
WALLOWA-WHITMAN
MIDDLE
POINT
Ray
Flat
NATIONAL
WASHBOARD
McALISTER
RIDGE
MIDDLE
POINT
POWWATKA
RIDGE
Akers
Bu.
Wood Bu.
Kuhn
Courtney Bu.

STATE OF OREGON **INTEROFFICE MEMO**

TO: Gary Potter, Manager
Program Section

DATE: August 3, 1984

Attn: Mike Schultz

SUBJECT: FAS-C Project Request
Grande Ronde River (Powwatka) Br. Section
Rt. B-630, Troy-Promise Rd.
Wallowa County

Enclosed is Federal Aid Project Request received from Wallowa County concerning the replacement of the Grande Ronde River (Powwatka) Bridge on FAS-C B-630 about seven miles south of Troy. Also enclosed, is Project Prospectus necessary to begin the program process.

Wallowa County has elected to apply for funding of the project under the FAS-C Program rather than the HBR FY 87 ON System Local Program because of the economics involved. In order to fund the project under FAS-C it will be necessary to obtain an "advance" of 2 years. A copy of the request submitted to the Association of Oregon Counties is enclosed.

Please take the necessary steps to obtain approval of the Highway Engineer ✓ and draw up the required project agreement. ✓

Roger C. Lang

Roger C. Lang
Region 5 Federal Aid Specialist

RCL/jef

cc: Honorable Stan Farris
J. A. Schlieske

CC: Program Sec.
Fed. Aid
Local Programs ✓
Location
Environ.

PROGRAM SECTION
AUG 6 '84
Manager
Resource Unit
Project Unit
Program Unit
REFER TO
Circle one R/D D/R
[✓ Act] Disc Info File

pls. process

Schultz
Marges

Contains Recycled Materials
81-125-1387

02572

0P*75683-125

OREGON DEPARTMENT OF TRANSPORTATION

PROJECT PROSPECTUS

PART 1 - ROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #	02572
SECTION	GRANDE RONDE RIVER (POWWATKA) BR. #32C02
REGION	5
STATE HIGHWAY #	CR 500
HIGHWAY NAME	
MILE POST FROM	M.P. 30.72
TO	
LENGTH	0.15 Mi.+
☐ URBAN ☒ RURAL	
CITY	
COUNTY	WALLOWA
ROAD/STREET NAME	TROY-PROMISE
ROUTE #	
FEDERAL AID #	B 630
APPLICANT (IF OTHER THAN STATE)	WALLOWA COUNTY

COST ESTIMATES (000's)		PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING	$35	GRADING (✓)	X	FILES (#)	1
RIGHT OF WAY	$0	PAVING (✓)		ACRES (#)	0.2 +
ROADWAY	$35	STRUCTURES (✓)	X	RELOCATIONS (#)	0
STRUCTURES	$240	SIGNING (✓)		**WORK BY STATE/CONSULTANT/APPLICANT**	
SIGNALS	$	SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$	ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$2	GRID ROLLED SELECT SURFACE	X	RIGHT OF WAY DESCRIPTIONS (S,C,A)	A
	$	ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	A
40% ENGINEERING & CONTINGENCIES	$133	DESIGN CATEGORY (1-7)	7	**CONSTRUCTION BY**	
TOTAL CONSTRUCTION	$373	WORK TYPE (1-12)	5	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE	$408				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	02/85
RECOMMENDED FUNDING SOURCE	FAS-C	
RECOMMENDED PROGRAM YEAR	1985	

RECOMMENDED PROGRAM REVISIONS

	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's)
☐ POSTPONE ☐ CANCEL				$
☐ POSTPONE ☐ CANCEL				$

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)		
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	70	
YEAR OF AVERAGE DAILY TRAFFIC	1982	

DEFINE THE PROBLEM

The existing steel girder with open mesh deck is substandard width, has approximately 8 to 10 inch dead load sag at center of main span.

PROPOSED SOLUTION

Replace failing structure with prestressed reinforced concrete bridge, realign northerly approach to eliminate 90° curve, surface realigned road with grid rolled select base.

REQUESTED, REGION ENGINEER X	DATE 8-3-84
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE
TRANSP. COMM. APPROVAL DATE	
PROGRAM YEAR	
FUNDS	

NOTED
Buryl Nelson

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02572

SECTION
GRANDE RONDE RIVER (POWWATKA) BR. #32C02

REGION
5

PROJECT JUSTIFICATION

Replacement of this structure has been a long standing priority of the County Court. The existing steel girder open mesh steel deck bridge was constructed in 1955 and has had no major maintenance.

The structure appears to have been severely over loaded at sometime as there is an 18 to 10 inch dead load sag at the center of the main span. Considerable vibration occurs under passenger car loading. No trucks were observed, but it is reported moderate truck traffic uses the route in moving cattle and logging equipment.

The County desires the new structure to be located slightly down stream and at a skewed crossing of the river in order to eliminate a 90° curve on the northerly end (Troy side) of the structure. This will involve some R/W taking. The County will attempt to obtain the R/W once the taking is known. Also, the existing structure is to remain in place until the new structure is in service. This project lies within the Grande Ronde Semic waterway study area, which allows replacement of necessary structures. However a hearing may be necessary.

This project is consistant with Wallowa County's established program of replacing substandard bridges.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02572

SECTION: GRANDE RONDE RIVER (POWWATKA) BR. #32C02

REGION: 5

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	S
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	S	CULTURAL RESOURCE	S
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	S	CORPS OF ENGINEERS	S	DEQ INDIRECT SOURCE	N
PUBLIC HEARING		ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	S
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	S	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	S	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	S	BUILDING	N	SECTION 4(F)	S
HYDRAULIC STUDY	S	RR ENCROACHMENT	N	▨		SIGNALS		OLD (#)	NEW (#)

RIGHT-OF-WAY			
ACQUISITIONS		**RELOCATIONS**	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
	1	0	0

UTILITIES	N	(LIST BELOW)	

COMPANIES

NONE

RIGHT-OF-WAY LIAISON	A	EASEMENTS (#)	N	ACCESS CONTROL (Y/N)	N	DESIGN SPEED	35 MPH	DESIGN STANDARDS	AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
							10	×	10							
							14		14							

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
GRID ROLLED SELECT	14"				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	160 (est.)	28	$240,000	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

734-1912 (7-82)

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02572

SECTION GRANDE RONDE RIVER (POWWATKA) BR. #32C02

REGION 5

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RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The proposed project is a bridge replacement involving 0.2 of an acre of right-of-way acquisition. The recreational use of the remainder property should not be adversely affected. No other adverse human or physical impacts are anticipated.

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X JOHN PRESTON	963-3177	

734-1913 (7-82)

OREGON DEPARTMENT OF TRANSPORTATION

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02572

SECTION GRANDE RONDE RIVER (POWWATKA) BR. #32C02

REGION 5

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX

DATE 8/3/84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$15,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS			938 REGION ENVIRONMENT		200
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		0
910 REGION GEOLOGIST		1,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	7,000		980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$	$
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$ 0

RIGHT-OF-WAY PREFIX

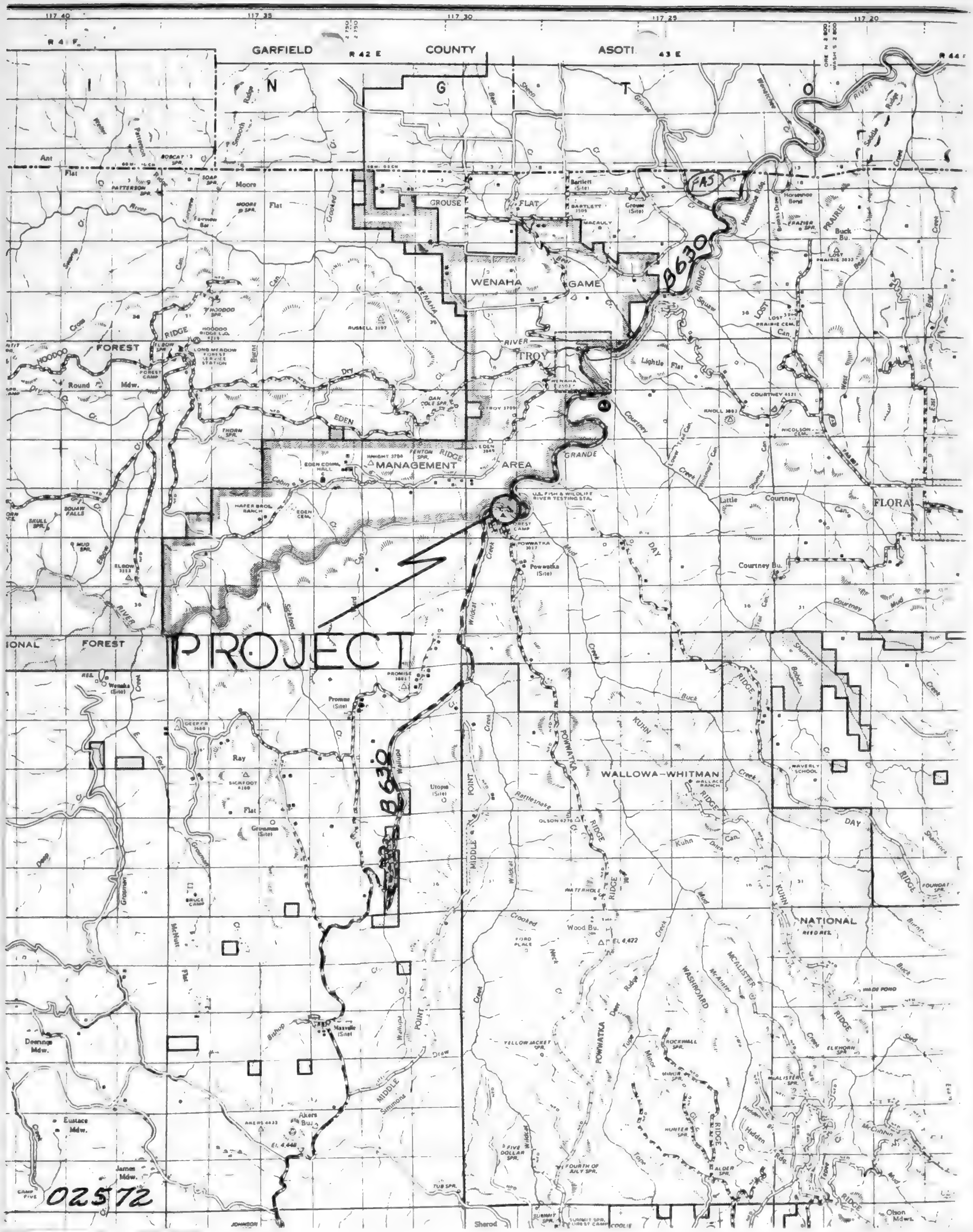
FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

County requests tree bridge design and specifications as provided for by Oregon Revised Statutes.

PREPARED BY	DATE 8/3/84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE 8-3-84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)


117 40
117 35
117 30
117 25
117 20
GARFIELD
COUNTY
ASOTIN
R 42 E
43 E
R 44 E
W A S H I N G T O N
OREGON
WASH
Ant Flat
Moore Flat
Smooth Ridge
Patterson Ridge
Crooked
Grouse Flat
Bartlett
GROUSE
FLAT
Grouse (Site)
FAS
B630
B630
Horseshoe Bend
PRAIRIE
RIVER
Buck Bu.
Lost Prairie
WENAHA
GAME
MANAGEMENT
AREA
RONDE
GRANDE
Squaw
LOST
RIVER
TROY
Lightle Flat
Hoodoo Ridge
FOREST
RIDGE
Long Meadow Forest Service Station
Round Mdw.
Dry Cr.
Eden
EDEN
Dan Cole Spr.
Troy 3709
Thorn Spr.
Wenaha
Courtney
Knoll
Nicolson Cem.
Eden Comm. Hall
Wright
Fenton Spr.
RIDGE
Hafer Bros. Ranch
Eden Cem.
U.S. Fish & Wildlife River Testing Sta.
Forest Camp
Powwatka
Powwatka (Site)
Little Courtney
Courtney Can.
FLORA
Courtney Bu.
Squaw Falls
Skull Spr.
Mud Spr.
Elbow
RIVER
Courtney
Mud
DAY
NATIONAL
FOREST
PROJECT
Promise
Promise (Site)
Wenaha (Site)
Shamrock
Bobcat
Buck
KUHN
RIDGE
Deep Fr.
Ray
Flat
Sigfoot
Wallupa
Utopia (Site)
MIDDLE
POINT
Rattlesnake
POWWATKA
WALLOWA-WHITMAN
Wallace Ranch
Waverly School
Grossman (Site)
Grossman
Olson
RIDGE
Kuhn Ditch Can.
DAY
RIDGE
KUHN
Bruce Camp
Wildcat
Waterhole
Wood Bu.
El. 4,422
Crooked
NATIONAL
FOREST
Ford Place
Neck
Creek
McAlister
WASHBOARD
McAllister
Buck
Flat
Elkhorn Spr.
Maxville (Site)
Bishop
Wallupa
POINT
Deering Mdw.
Yellow Jacket Spr.
POWWATKA
Rockwall Spr.
RIDGE
MIDDLE
Simmons
Akers Bu.
El. 4,446
Eustace Mdw.
James Mdw.
Five Dollar Spr.
Fourth of July Spr.
Hunter Spr.
Alder Spr.
Hidden Rdg.
McCubbin
RIDGE
Tub Spr.
Camp Five
Johnson
Sherod
Summit Spr.
Coolie
Olson Mdws.

02572

W LLOWA COUNTY COUR

Office of the Judge
Phone:503-426-3586
State of Oregon P.O. Box E Enterprise, Oregon 97828

August 1, 1984

☐ RE ☐ RCE ☐ RME RO

AUG 03 1984
RECEIVED
REGION 5 OFFICE

Mr. Bill Penhollow
Association of Oregon Counties
Po Box 12729
Salem, Oregon 97309

Re: Federal Aid Project Request

Dear Bill:

Enclosed herewith is a copy of an application for a FAS-C project covering a very deficient structure across the Grande Ronde River.

This bridge is subject to extensive traffic and overloads coming into the area under special permit. Under live load this bridge is experiencing deflections far beyond allowable safe limits.

In order for us to cope with this problem, we would like to request an advance of three (3) years on our FAS funds. The cost of the new replacement bridge is estimated at $408,000.00. The County has ample funds in its FAS Reserve Fund to match the required 6% county share.

We will sincerely appreciate your cooperation with regard to this matter.

Sincerely yours,

WALLOWA COUNTY COURT

By
County Judge

SJF:sp

Encl.

cc: Roger Lang, State Highway Dept.
La Grande, Oregon 97850

cy Don Harwell
For your info
Roger 8/3/84

02572

$408,000 @ 88% = $359,040
Current Avail $196,914
Needed $162,126
or 1.98 YRS
SAY — 2 YRS

FEDERAL AID PROJECT REQUEST

Date August / 1984

Applicant Agency WALLOWA COUNTY

Request for: Off-System ____, FAS-C X, FAUS ____ Project

Federal Aid Route No. B-630 Route Name Troy-Promise Road

Project Name Grande Ronde (Powwatka) Bridge Section

Project Length 0.2 mi. ± Project Location (Attach sketch map)

Project Description Grading, grid rolled select surface, structure

Average Daily Traffic 70 Design Speed 35 mph (gravel surface road)

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 18-20 Travel Lanes 2 Shoulders N/A

Medians N/A Parking N/A

Sidewalks No

Remarks Roadway surface constructed with native pit run materials.

2. Desired Roadway Cross Section: (Attach sketch)

Width 28 Travel Lanes 2 Shoulders N/A

Medians None Parking ____

Curbed None Length Curb Radii ____

Sidewalk/Bikeway No. Remote isolated rural

Remarks location does not warrant cost of construction.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width X Minimum ____ Maximum ____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes X No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No ____
Remarks County will attempt to obtain donation of required right of way.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

02572

2. Proposed Signalization:

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? By applicant

4. Permanent Striping:

Include in project or by applicant? N/A

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None

Type

Remarks

V. STRUCTURE DATA

Br. No. 32C02

1. Existing Structure:

Location Grande Ronde River (Powwatka)

Type Steel girder - open webb deck

Approach Roadway Width 18-20 Shoulder Width N/A

Length 135 Width 14½

To remain in place? No

2. Proposed Structure:

Location Basic location same - adjacent and downstream

Approximate Size: Length 160 Width 28

02572

Are sidewalk/bikeways desired: No. Remote isolated rural location does not warrant cost of construction.

Are any utilities to be attached to structure? No.

Are provisions for illumination desired? No.

Are there any unusual or complicating conditions? No.

Remarks Existing structure to remain in place until new structure is completed.

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ______ No X

   Name of Railroad ______

   Existing Crossing Protection ______

2. Will existing railroad crossing be altered? ______

   Remarks ______

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement	Verne Russell, Federal Aid Coordinator Office
2. Environmental	Verne Russell, Federal Aid Coordinator Office
3. Public Hearing	Verne Russell, Federal Aid Coordinator Office

Remarks Minimal action plan requirements are anticipated for this project.

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant ______ State X Consultant ______

02572

2. Project construction engineering to be performed by:

Applicant ______ State X Consultant ______

3. Will applicant perform any work prior to or after award of contract?
Yes X No ______
If "yes," describe briefly: County will attempt to obtain donation right of way.

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 35,000
Right-of-way costs (if participating)	
Traffic control	2,000
Illumination	
Structures	240,000
Railroad	
Other 40% Engineering and contingencies	133,000
Preliminary engineering	35,000
PROJECT TOTAL	$ 408,000

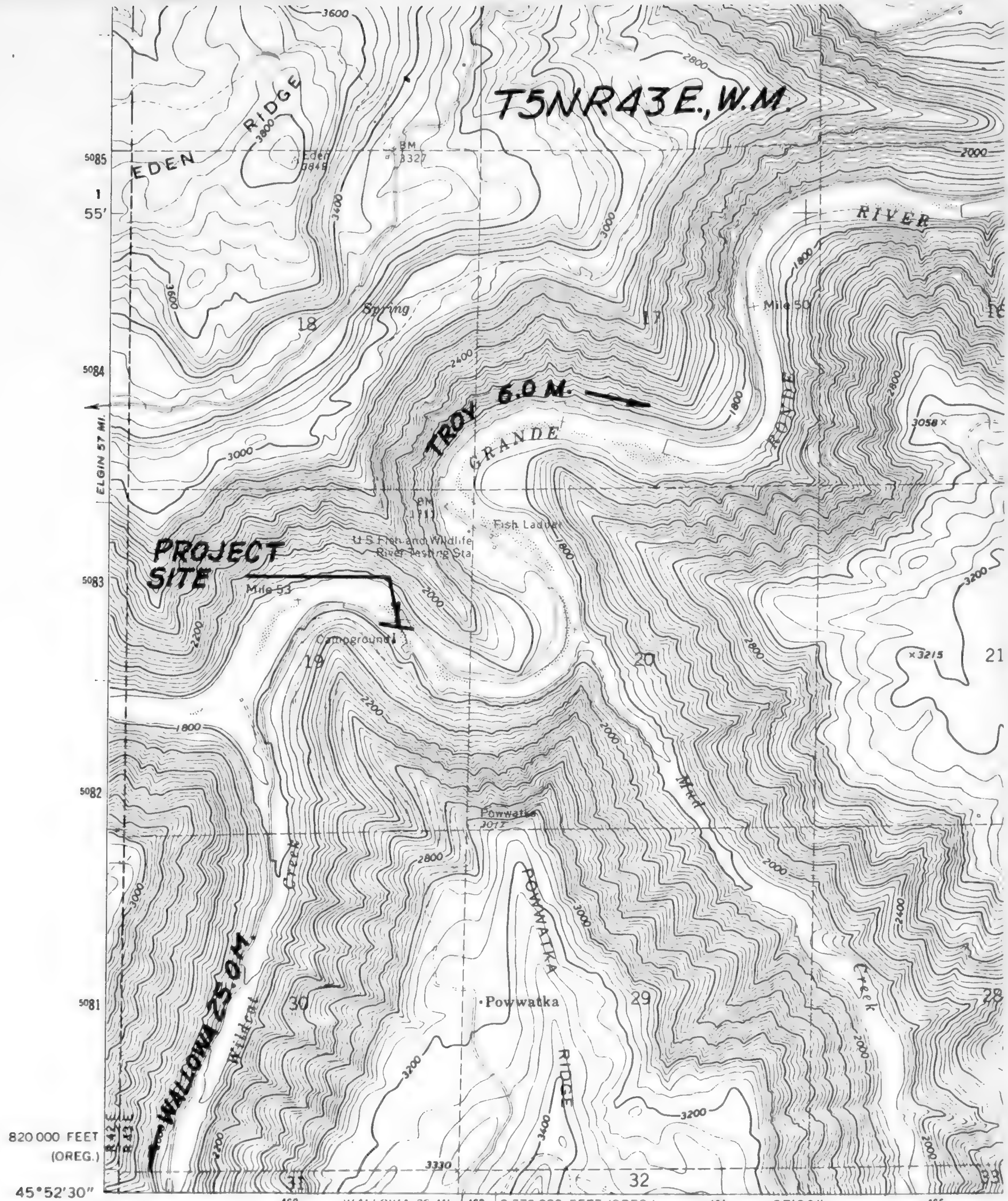
Remarks County requests free bridge design and specifications as provided for by Oregon Revised Statutes, three year advance of FAS funds, and suggest bid opening in June 1985.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ______ and/or WALLOWA COUNTY

By ______ By
By ______ By Clifford E. Collinsworth
By Mike O'Burke

02572


T5N R43E., W.M.
EDEN RIDGE
Eden 3848
BM 3327
RIVER
Mile 50
Spring
18
17
TROY 6.0 M.
GRANDE
RONDE
3058
ELGIN 57 MI.
BM 1711
Fish Ladder
U.S. Fish and Wildlife River Testing Sta
PROJECT SITE
Mile 53
Campground
19
20
3215
21
Mud
Powwatka 3017
Creek
POWWATKA RIDGE
Wildcat
·Powwatka
30
29
28
WALLOWA 25.0 M.
820 000 FEET (OREG.)
R42E R43E
45°52'30"
117°30'
31
32
33
462
WALLOWA 26 MI
463
2 770 000 FEET (OREG.)
464
27'30"
465
5085
55'
5084
5083
5082
5081
3600
3000
2800
2400
2200
2000
1800
3200
3400
3330

(PROMISE) 2475 I SE

Mapped, edited, and published by the Geological Survey

Control by USGS and USC&GS

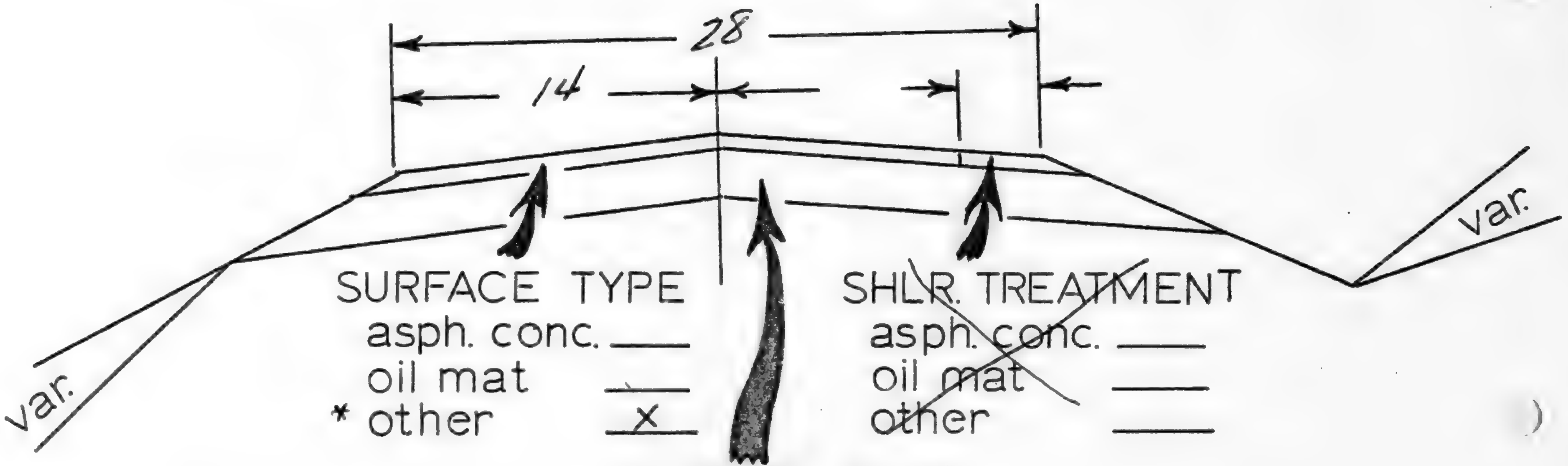
Topography by photogrammetric methods from aerial photographs taken 1966. Field checked 1967

Polyconic projection. 1927 North American datum 10,000 foot grids based on Oregon coordinate system, north zone, and Washington coordinate system, south zone 1000 meter Universal Transverse Mercator grid ticks, zone 11, shown in blue

02572

02572

PROPOSED TYPICAL SECTION



SURFACE TYPE
asph. conc. ____
oil mat ____
* other x

~~SHLR. TREATMENT~~
~~asph. conc.~~ ____
~~oil mat~~ ____
other ____

TYPE OF BASE
LIME STABILIZED ____
PIT OR QUARRY RUN x 14"
CRUSHED AGG'R. ____

*Existg Surface Native/Pit Run
Suggest Same Surface

~~8630~~

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Wallowa Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02572

SECTION GRANDE RONDE RIVER (POWWATKA) BR. #32C02

REGION 5

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 532-1911

DATE 8/3/84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$15,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 200
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		800	935 SOILS		7,000
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		1,500	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		1,500
906 BRIDGE DESIGN			921 SPECIFICATIONS		1,000	938 REGION ENVIRONMENT		200
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		2,200	950 TRAINING		0
910 REGION GEOLOGIST		1,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		100	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	7,000	7,000	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN		9,000	929 Free Br. Specs.		1,000
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$	$ 47,900
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER RS-B630(3)

LOCATION ENGINEER'S REMARKS

County requests free bridge design and specifications as provided for by Oregon Revised Statutes.

1 Versteeg ✓
Anderson
Adams
Macnab ✓
3 Edwards
Terpin
3 Trout
Wakerlig

RECEIVED
NOV 13 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up __/__/__
Action

PREPARED BY Logan C Lang	DATE 8/3/84	APPROVED: ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 9/13/84
RECOMMENDED: REGION ENGINEER X	DATE 8-3-84	APPROVED: ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 9-12-84
RECOMMENDED: LOCATION ENGINEER X Frank E. Koppin	DATE 9/11/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 10-9-84	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02572

SECTION GRANDE RONDE RIVER (POWWATKA) BR. #32C02	REGION 5

STATE HIGHWAY # CR 500	HIGHWAY NAME	MILE POST FROM M.P. 30.72 TO	LENGTH 0.15 Mi.±
☐ URBAN ☒ RURAL	CITY	COUNTY WALLOWA	ROAD/STREET NAME TROY-PROMISE
ROUTE #	FEDERAL AID # B 630	APPLICANT (IF OTHER THAN STATE) WALLOWA COUNTY	

COST ESTIMATES (000's)		PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING	$35	GRADING (✓)	X	FILES (#)	1
RIGHT OF WAY	$0	PAVING (✓)		ACRES (#)	0.2 ±
ROADWAY	$35	STRUCTURES (✓)	X	RELOCATIONS (#)	0
STRUCTURES	$~~240~~ 207	SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$	SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$	ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$2	GRID ROLLED SELECT SURFACE	X	RIGHT OF WAY DESCRIPTIONS (S,C,A)	A
Remove Exist. Br.	$ 17	ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	A
40% ENGINEERING & CONTINGENCIES	$133	DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY	
TOTAL CONSTRUCTION	$373	WORK TYPE (1-12)	5	☒ CONTRACT ☐ STATE FORCE	☐ OTHER
TOTAL ESTIMATE	$408			☐ CITY FORCE ☐ COUNTY FORCE	

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 02/85	RECOMMENDED FUNDING SOURCE FAS-C	RECOMMENDED PROGRAM YEAR 1985

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)		
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	70	
YEAR OF AVERAGE DAILY TRAFFIC	1982	

DEFINE THE PROBLEM

The existing steel girder with open mesh deck is substandard width, has approximately 8 to 10 inch dead load sag at center of main span.

PROPOSED SOLUTION

Replace failing structure with prestressed reinforced concrete bridge, realign northerly approach to eliminate 90° curve, surface realigned road with grid rolled select base.

REQUESTED, REGION ENGINEER X	DATE 8-3-84			
APPROVED, ASST HWY ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST HWY ENG. FOR ADMINISTRATION X	DATE	TRANSP COMM. APPROVAL DATE	PROGRAM YEAR	FUNDS NOTED Buryl Nelson

734-1911 (7-82)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02572

SECTION
GRANDE RONDE RIVER (POWWATKA) BR. #32C02

REGION
5

PROJECT JUSTIFICATION

Replacement of this structure has been a long standing priority of the County Court. The existing steel girder open mesh steel deck bridge was constructed in 1955 and has had no major maintenance.

The structure appears to have been severely over loaded at sometime as there is an 18 to 10 inch dead load sag at the center of the main span. Considerable vibration occurs under passenger car loading. No trucks were observed, but it is reported moderate truck traffic uses the route in moving cattle and logging equipment.

The County desires the new structure to be located slightly down stream and at a skewed crossing of the river in order to eliminate a 90° curve on the northerly end (Troy side) of the structure. This will involve some R/W taking. The County will attempt to obtain the R/W once the taking is known. Also, the existing structure is to remain in place until the new structure is in service. This project lies within the Grande Ronde Senic waterway study area, which allows replacement of necessary structures. However a hearing may be necessary.

This project is consistant with Wallowa County's established program of replacing substandard bridges.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 - PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02572

SECTION GRANDE RONDE RIVER (POWWATKA) BR. #32C02

REGION 5

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	S
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	S	CULTURAL RESOURCE	S
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	S	CORPS OF ENGINEERS	S	DEQ INDIRECT SOURCE	N
PUBLIC HEARING		ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	S
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	S	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	S	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	S	BUILDING	N	SECTION 4(F)	S
HYDRAULIC STUDY	S	RR ENCROACHMENT	N	▨		SIGNALS		OLD (#) / NEW (#)	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
	1	0	0

UTILITIES N (LIST BELOW)

COMPANIES

NONE

RIGHT-OF-WAY LIAISON	A	EASEMENTS (#)	N	ACCESS CONTROL (Y/N)	N

DESIGN SPEED 35 MPH

DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
							10		10							
							14		14							

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
GRID ROLLED SELECT	14"				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	160 (est.)	28	$207,000 ~~$240,000~~	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Paul E.

Location Engineer

Date 2/11/84

734-1912 (7-82)

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Grande Ronde River (Powwatka) Bridge #32C02

REGION 5

ESTIMATED RIGHT-OF-WAY IMPACTS
The project will require the acquisition of 0.2 of an acre for the construction of a replacement bridge across the Grande Ronde River near Troy. The acquisition would be acquired from Fish & Wildlife property located on the downstream side of the existing bridge. The property is part of the Wenaha Game Management Area. The affected property is used as a parking and landing site for rafters taking the Grande Ronde Canyon trip. The functioning of the remainder property should not be adversely impacted.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN
None. Care will be taken to see that the raft beaching and vehicle parking site will not be adversely affected by the new bridge. No other land use impacts are anticipated. The project is consistent with the Wallowa County Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY
Traffic volumes and flow patterns will not be affected. Safety will be improved as the existing structure has been subjected to overloading by logging and farm equipment and there is an 8 to 10 inch dead load sag at the center of the main span.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES
Depending on final design, no in-stream bents are likely, greatly reducing any potential for adverse impacts.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES
While the county map indicates that the proposed bridge site is a Forest Camp, it is simply part of the Wenaha Game Management Area that is used as a raft beaching and vehicle parking area. No improvements exist. The current function of the site will remain unaffected by the project. Preliminary evaluation indicates that Section 4(f) does not apply.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES
Property acquisition from Department of Fish and Wildlife will be required. The use of the remainder property will have to be maintained. The affected property is Fish and Game's premier site for rafters above Troy (seven miles downstream).

RECOMMENDED PROJECT CLASSIFICATION

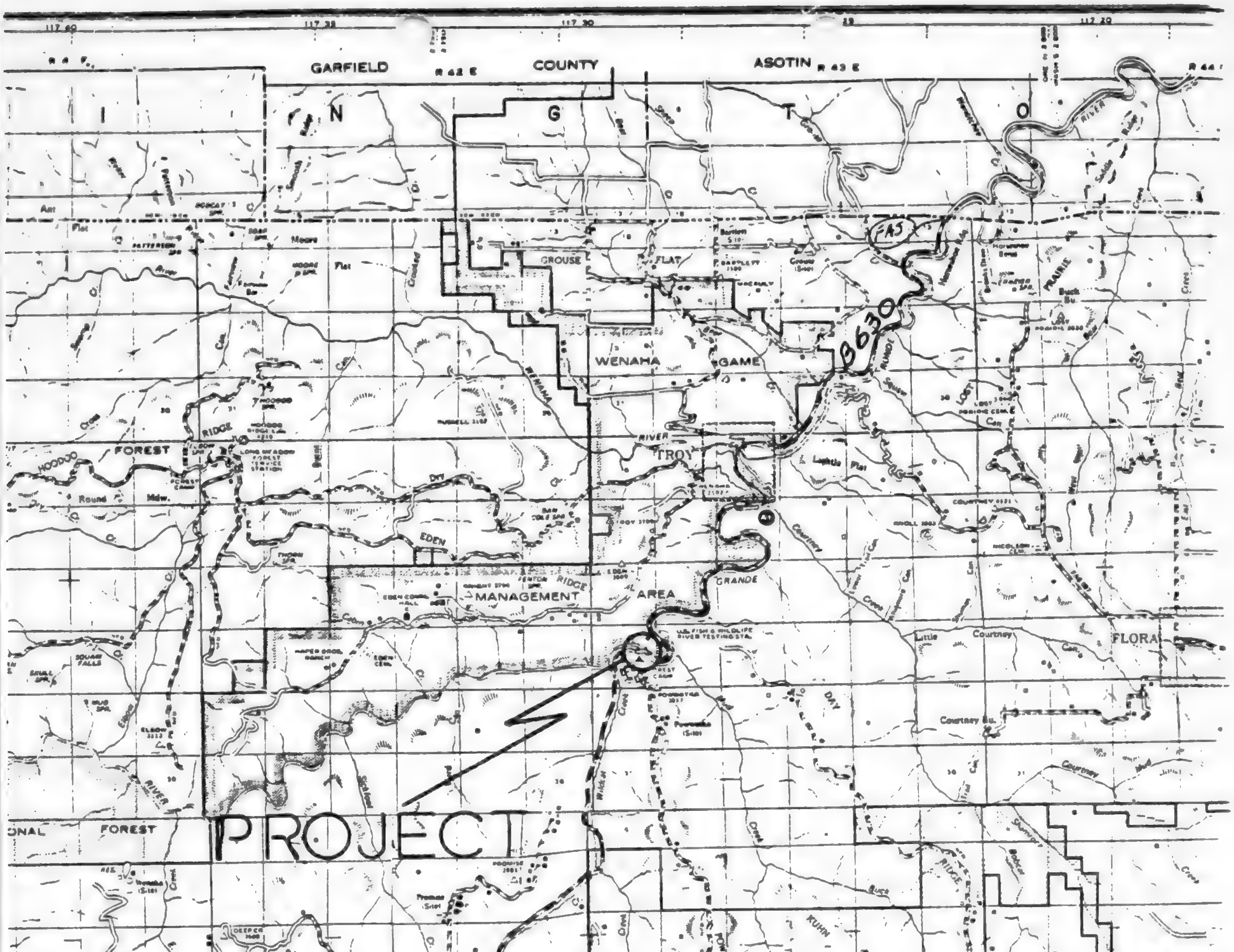
☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The proposed project is a bridge replacemen involving 0.2 of an acre of right-of-way acquisition. The recreational use of the remainder property should not be adversely affected. No other adverse human or physic impacts are anticipated.

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X John Preston	963-3177	SEP 05 1984

734-1913 (7-82)


117 40
117 35
117 30
25
117 20
GARFIELD
R 42 E
COUNTY
ASOTIN
R 43 E
R 44 E
I
N
G
T
O
RIVER
FAS
8630
Ant
Flat
Moore
GROUSE
FLAT
Grouse
WENAHA
GAME
TROY
RIVER
HOODOO
RIDGE
FOREST
Round Mdw.
Dry
EDEN
RIDGE
MANAGEMENT
AREA
GRANDE
Lickstle Flat
U.S. FISH & WILDLIFE RIVER TESTING STA.
Little
Courtney
Cr.
FLORA
Courtney Bu.
DAY
Courtney
SQUAW FALLS
ELBOW
RIVER
PROJECT
ONAL
FOREST
RIDGE
KUHN
Ray
Flat
8630
POINT
MIDDLE
POWWATKA
Rattlesnake
WALLOWA-WHITMAN
DAY
Kuhn
RIDGE
KUHN
NATIONAL
Wood Bu.
Crooked
WASHBOARD
McALISTER
RIDGE
POWWATKA
YELLOWJACKET
MIDDLE
POINT
Akers Bu.
Eustace Mdw.
Downey Mdw.
James Mdw.
RIDGE
Olson Mdws.
02572

10 - 7

W. LOWA COUNTY COUR

Office of the Judge
Phone:503-426-3586
P.O. Box E

State of Oregon

Enterprise, Oregon 97828

August 1, 1984

☐ RE ☐ RCE ☐ R ☐ RO

AUG 03 1984
RECEIVED
REGION 5 OFFICE

Mr. Bill Penhollow
Association of Oregon Counties
Po Box 12729
Salem, Oregon 97309

Re: Federal Aid Project Request

Dear Bill:

Enclosed herewith is a copy of an application for a FAS-C project covering a very deficient structure across the Grande Ronde River.

This bridge is subject to extensive traffic and overloads coming into the area under special permit. Under live load this bridge is experiencing deflections far beyond allowable safe limits.

In order for us to cope with this problem, we would like to request an advance of three (3) years on our FAS funds. The cost of the new replacement bridge is estimated at $408,000.00. The County has ample funds in its FAS Reserve Fund to match the required 6% county share.

Only need 2 YRS

We will sincerely appreciate your cooperation with regard to this matter.

PROGRAM SECTION
AUG 6 '84

Manager	
Resource Unit	
Project Unit	
Program Unit	

REFER TO
Circle one R/D D/R
Act Disc Info File

Sincerely yours,

WALLOWA COUNTY COURT

By
County Judge

SJF:sp

Encl.

cc: Roger Lang, State Highway Dept.
La Grande, Oregon 97850

cy Don Harwell —
For your info.
Roger

$408,000 @ 88% = $359,040
Current Avail $196,914 - #7
Needed $162,126
or 1.98 YRS
SAY — 2 YRS

FEDERAL AID PROJECT REQUEST

Date August / 1984

Applicant Agency WALLOWA COUNTY

Request for: Off-System ____, FAS-C X, FAUS ____ Project

Federal Aid Route No. B-630 Route Name Troy-Promise Road

Project Name Grande Ronde (Powwatka) Bridge Section

Project Length 0.2 mi. ± Project Location (Attach sketch map)

Project Description Grading, grid rolled select surface, structure

Average Daily Traffic 70 Design Speed 35 mph (gravel surface road)

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 18-20 Travel Lanes 2 Shoulders N/A

Medians N/A Parking N/A

Sidewalks No

Remarks Roadway surface constructed with native pit run materials.

2. Desired Roadway Cross Section: (Attach sketch)

Width 28 Travel Lanes 2 Shoulders N/A

Medians None Parking ____

Curbed None Length Curb Radii ____

Sidewalk/Bikeway No. Remote isolated rural

Remarks location does not warrant cost of construction.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width X Minimum ____ Maximum ____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes X No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No ____
Remarks County will attempt to obtain donation of required right of way.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location None
Type
Phases
Type of Suspension
Interconnected
Remarks

3. Permanent Signing:

Include in project or by applicant? By applicant

4. Permanent Striping:

Include in project or by applicant? N/A

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None
Type
Remarks

V. STRUCTURE DATA

Br. No. 32C02

1. Existing Structure:

Location Grande Ronde River (Powwatka)
Type Steel girder - open webb deck
Approach Roadway Width 18-20
Shoulder Width N/A
Length 135
Width 14½
To remain in place? No

2. Proposed Structure:

Location Basic location same - adjacent and downstream
Approximate Size: Length 160
Width 28

Are sidewalk/bikeways desired: No. Remote isolated rural location does not warrant cost of construction.

Are any utilities to be attached to structure? No.

Are provisions for illumination desired? No.

Are there any unusual or complicating conditions? No.

Remarks Existing structure to remain in place until new structure is completed.

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes____ No X

   Name of Railroad____

   Existing Crossing Protection____

2. Will existing railroad crossing be altered?____

   Remarks____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	Verne Russell, Federal Aid Coordinator Office
2.	Environmental	Verne Russell, Federal Aid Coordinator Office
3.	Public Hearing	Verne Russell, Federal Aid Coordinator Office

Remarks Minimal action plan requirements are anticipated for this project.

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant____ State X Consultant____

2. Project construction engineering to be performed by:

Applicant________ State X Consultant________

3. Will applicant perform any work prior to or after award of contract?

Yes X No________

If "yes," describe briefly: County will attempt to obtain donation right of way.

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 35,000
Right-of-way costs (if participating)	
Traffic control	2,000
Illumination	
Structures	240,000
Railroad	
Other 40% Engineering and contingencies	133,000
Preliminary engineering	35,000
PROJECT TOTAL	$ 408,000

Remarks County requests free bridge design and specifications as provided for by Oregon Revised Statutes, three year advance of FAS funds, and suggest bid opening in June 1985.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

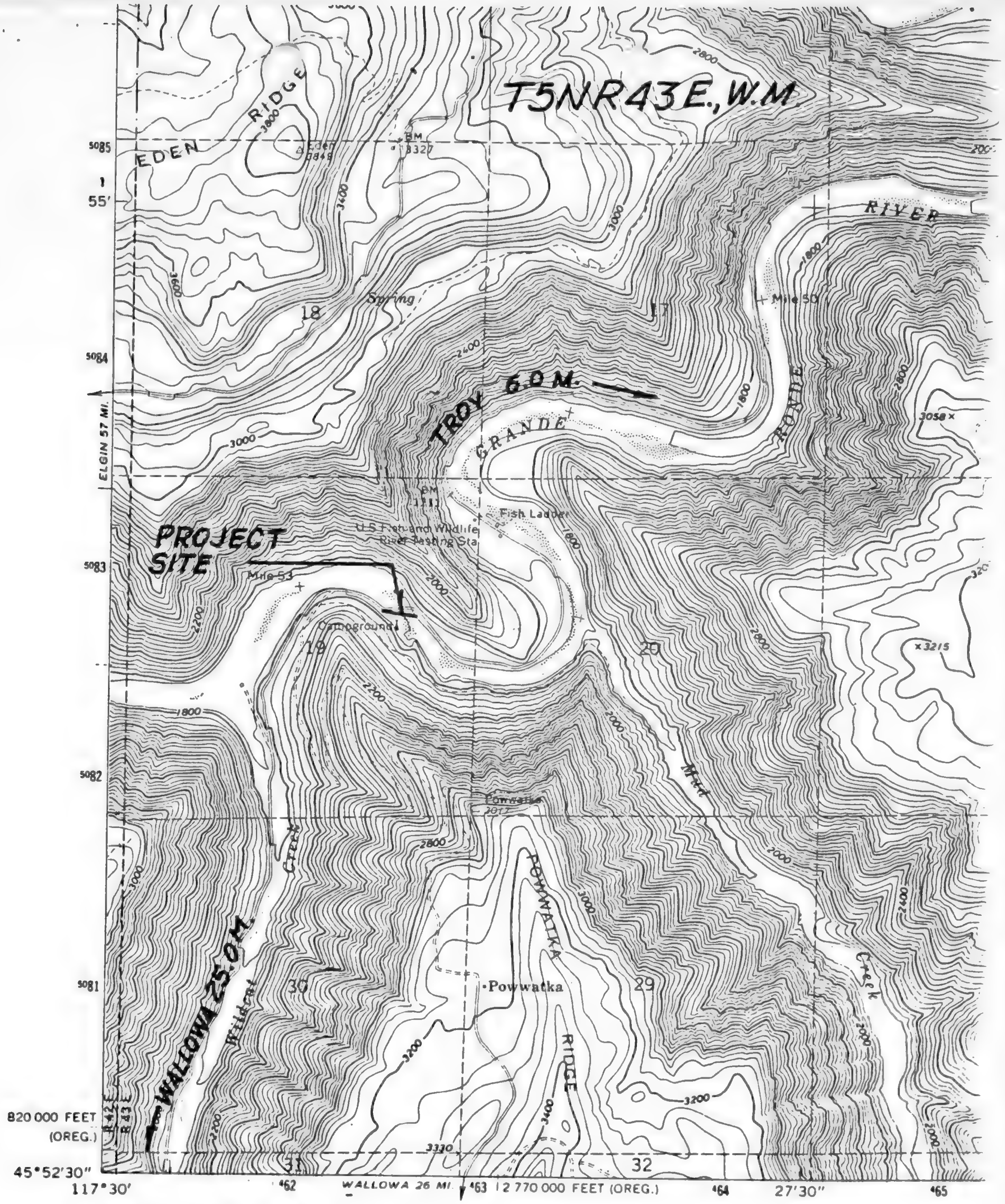
CITY OF ________ and/or WALLOWA COUNTY

By________ By

By________ By Clifford E. Collinsworth

By Mike O'Brike

(1976)


T5N R43E., W.M.
EDEN
RIDGE
Eden 3848
BM 3327
3800
3600
3000
2800
2600
2400
2200
2000
1800
Spring
18
17
19
20
29
30
31
32
RIVER
Mile 50
GRANDE
RONDE
TROY 6.0 M.
ELGIN 57 MI.
PROJECT SITE
Mile 53
Campground
BM 1711
Fish Ladder
U.S. Fish and Wildlife River Testing Sta
Mud
Creek
3058
3215
Powwatka 2077
POWWATKA
RIDGE
Powwatka
3200
3330
3400
Wildcat
Creek
WALLOWA 25.0 M.
5085
55'
5084
5083
5082
5081
820 000 FEET (OREG.)
R42E R43E
45°52'30"
117°30'
462
WALLOWA 26 MI.
463
2 770 000 FEET (OREG.)
464
27'30"
465
(PROMISE) 2475 I SE

Mapped, edited, and published by the Geological Survey

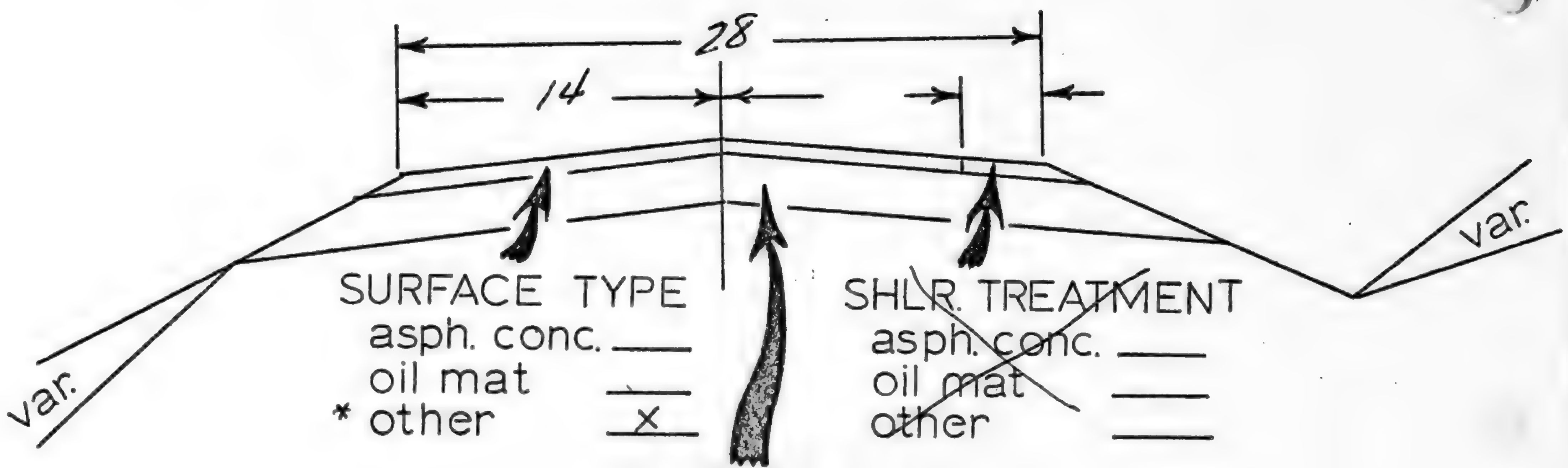
Control by USGS and USC&GS

Topography by photogrammetric methods from aerial photographs taken 1966. Field checked 1967

Polyconic projection. 1927 North American datum
10,000-foot grids based on Oregon coordinate system, north zone, and Washington coordinate system, south zone
1000 meter Universal Transverse Mercator grid ticks, zone 11, shown in blue

GN
MN
0°19'
6 MILS
20°
356 MILS
1000
0

PROPOSED
TYPICAL SECTION



SURFACE TYPE
asph. conc. ____
oil mat ____
* other x

SHLR. TREATMENT
~~asph. conc.~~ ____
~~oil mat~~ ____
~~other~~ ____

TYPE OF BASE
LIME STABILIZED ____
PIT OR QUARRY RUN x 14"
CRUSHED AGG'R. ____

*Existg Surface Native/Pit Run
Suggest Same Surface

1986 O'xing Burlington Northern 10,178
& Deschutes River Sec. of The Dalles-
Calif. Hwy @ Maupin. (Maint. painting)

' 10,178

October 13, 1987

United Pacific Insurance Company
33405 8th Avenue S., C-3000
Federal Way, WA 98003

CON 5 - #10,178

On September 25, 1987, we wrote to you concerning release of final payment on Contract No. 10,178 awarded to A-1 Sandblasting & Steam Cleaning Co., Inc. for work on the O'xing Burlington Northern & Deschutes River Section of The Dalles-California Highway in Wasco County.

Final payment on this contract is $500.00 and the total contract amount is $77,777.77. No work was performed under force account.

Fran Neavoll
COMMISSION SERVICES

bk

cc: A-1 Sandblasting & Steam
Cleaning Co., Inc.
6117 NE Portland Highway
Portland, OR 97218

bc: C. O. Fredrickson
Walt Hart
Dale Allen

10,178

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10178

TO: Commission Services

DATE: September 22, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10178 , On Site Work Substantially Completed July 24, 1986

All Work Completed July 24, 1987

Project O'Xing. Burlington Northern & Deschutes River

Highway The Dalles-Califormia

County Wasco

Type of Work Maintenance Painting

Contractor A-1 Sandblasting & Steam Cleaning

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

9-25-87 - Surety letter written.

RECEIVED
SEP 23 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

W KLY REPORT FOR CONSTRUCTION ROJECTS

PROJECT NAME (SECTION) O'xing Burlington Northern and Deschutes River		WEEK ENDING September 13, 1986
		CONTRACT NO 10178
HIGHWAY The Dalles - California	COUNTY Wasco	F A PROJECT NO State
CONTRACTOR A-1 Sandblast & Steam Clean	KIND OF WORK Maintenance Painting	DATE OF AWARD March 12, 1986

PROJECT AUTHORIZATION		ENGINEERING	
CURRENT AUTHORIZATION	$ 89,500.83	AUTHORIZATION	$ 7,816.67
		COST THIS WEEK	$ 1,285.53
ESTIMATED PROJECT COST	$ 85,983.33	TOTAL TO DATE	$ 8,355.94
ESTIMATED PERCENT ~~OVERRUN~~/UNDERRUN	3.9 %	PERCENT OF AUTHORIZATION	106 %

FIRST NOTIFICATION DATE: June 12, 1986

ESTIMATED DATE OF COMPLETION, OR

SECOND NOTIFICATION DATE AND: July 24, 1986

ESTIMATED SEMIFINAL SUBMITTAL DATE: September 10, 1986

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
	08/15/86	22	135.0	613	yes
	/ /	0	0.0	0	
	/ /	0	0.0	0	
	/ /	0	0.0	0	

AVERAGE FORCE ON PROJECT THIS WEEK
SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED: 100%

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	PAINTING
ORIG. CONTRACT QUANTITIES	0	0	0			
EST. CORRECTED QUANTITIES	0	0	0			
EST. PERFORMED TO DATE	0	0	0			
PERCENT PERFORMED TO DATE	0	0	0	0	0	100

ACTIVITIES THIS WEEK:

No activity this week. All contract work completed July 24, 1986.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

Semifinal estimate and related data submitted through Region 4 on September 10, 1986.

*** FINAL REPORT ***

F

PROJECT MANAGER (SIGN)
For W. Reid Meritt

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

1985 Pacific Hwy. West @ Mc- 10,179
Daniel Lane (McMinnville) on Pac. Hwy.
West. (Traffic signal installation)

C+A 8439 6-26-85

JC cc: USHD (Rullen)

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

STATE COPY

REGION NO. 10	**REPORT NO.** 2	**COUNTY** Yamhill	**DIVISION** Oregon
DATE OF REPORT 5/22/87	**REPORT MADE BY** D. B. Carter, Area Engineer		**PROJECT NO.** HES-9-2(18)
COMPLETION DATE (Actual) 7/15/86	**ACCEPTANCE DATE BY CONRTACT AGENCY** 2/4/87	**TIME ELAPSED** 100 %	**CONTRACT TIME** S.C.D. July 15, 1986

LOCATION

Pacific Highway West (OR 99) @ McDaniel Lane in the City of McMinnville, OR

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

PACIFIC HWY WEST @ MC DANIEL LANE (MC MINNVILLE) SECTION
PACIFIC HWY WEST
Traffic Signals

This project provided for the installation of traffic signals at the intersection.

The project was awarded to Benton Electric, Inc. of Albany, Oregon in the amount of $66,804.50. The final amount of the original contract bid items was $68,437.53, or a 2.4 percent overrun of the contract bid amount. The final cost of the project including all changes and engineering was $92,862.12.

All participating work has been completed. A final inspection of this project was made November 17, 1986.

- DBC -

RECEIVED
STATE HWY ENGR
MAY 28'87
REFER TO
Fredrickson

Oy
5/29

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE David B Carter		**SIGNATURE**	
TITLE Area Engineer	**DATE** 5/27/87	**TITLE** District Engineer A	**DATE** 5/22/87

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

10,179

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-55	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER	5-7-87	County Yamhill
MODIFICATION NUMBER 3		Project Number HES-9-2(18)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 19, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 109,777	$ 117,872
Federal funds	$ 98,798	$ 106,083
Other revisions		

This modification is made for the following reasons: To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7TH day of MAY, 19[illegible].

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XBXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON APRIL 30, 1987

FEDERAL AID PROJECT NO. HES-9-2(18)

PACIFIC HIGHWAY WEST @ MC DANIEL LANE SECTION
PACIFIC HIGHWAY
YAMHILL COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PE
PRELIMINARY ENGINEERING

Preliminary Engineering	All Required		$ 12,000.00
		Total	$ 12,000.00

TYPE CODE ROW
RIGHT-OF-WAY

Right-of-way	All Required		$ 9,500.00
		Subtotal	$ 9,500.00
	Acquisition Expense		1,700.00
		Total	$ 11,200.00

TYPE CODE Y031
TRAFFIC SIGNALS (1 LOCATION)

ITEM		UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Flaggers	Hour	$ 18.00	100	$ 1,800.00	192	$ 3,456.00
Metal Ground	L.S.	---	---	---	100%	390.00
Patch Crosswalks (P.A. #3)	L.S.	---	---	---	---	973.70
Relocate Loop Detectors (P.A. #4A)	L.S.	---	---	---	---	375.00
Replace Power Pole (S.F.O. #1)		---	---	---	---	3,327.66
				$ 1,800.00		$ 8,522.36

Increase	$ 6,722.36
Subtotal from estimate of January 8, 1986	72,913.52
Subtotal	$ 79,635.88
Engineering	11,945.12
Total	$ 91,581.00

Length of Project 0.00 mi.

RETAINED IN RESERVE

City of McMinnville (Water)	All Required		$ 200.00
City of McMinnville (Electric)	All Required		2,500.00
		Subtotal	$ 2,700.00
		Engineering	391.00
		Total	$ 3,091.00

SUMMARY OF FUNDS (90.0%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Preliminary Engineering	141	$ 12,000.00	$ 10,800.00	$ 1,200.00
Right-of-way	141	11,200.00	10,080.00	1,120.00
Traffic Signal	141	91,581.00	82,422.00	9,159.00
Subtotal		$ 114,781.00	$ 103,302.00	$ 11,479.00
Reserve	141	3,091.00	2,781.00	310.00
Total		$ 117,872.00	$ 106,083.00	$ 11,789.00

Group 011: 99%; Group 081 = 1%
Prefix: C036-1986 (P.E.)
Prefix: C036-2521
Prefix: C10179

RLC:bkb

STATE COF

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 1-61		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Yamhill
MODIFICATION NUMBER 2	1-10-86	Project Number HES-9-2(18)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 19, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 23,200.00	$ 109,777.00
Federal funds	$ 20,880.00	$ 98,798.00
Other revisions		

This modification is made for the following reasons: to include contract work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 10TH day of JAN, 19 86.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

~~By~~ For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

[illegible] file

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 8, 1986

Federal Aid Project No. HES-9-2(18)

Pacific Highway West @ McDaniel Lane Section
Pacific Highway
Yamhill County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 12,000.00
	Total	$ 12,000.00

Type Code ROW
Right-of-Way

Right-of-Way	All Required	$ 9,500.00
	Subtotal	$ 9,500.00
	Acquisition Expense	1,700.00
	Total	$ 11,200.00

Type Code Y031
Traffic Signals (1 location)

Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	$ 1,792.25
Temporary Signs	Sq. Ft.	269	8.75	2,353.75
Temporary Barricades	Each	2	80.00	160.00
Flaggers	Hour	100	18.00	1,800.00
Street Work	Lump Sum	All	Lump Sum	2,000.00
Storm Sewer Work	Lump Sum	All	Lump Sum	1,250.00
Concrete Inlets, Type CG-1	Each	3	475.00	1,425.00
Concrete Walks	Sq. Yd.	90	10.45	940.50
Concrete Curbs	Lin. Ft	135	4.40	594.00
Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum	41,205.00
Fire Pre-emption System, Complete	Lump Sum	All	Lump Sum	5,297.00
Model 17 Controller Equipment, Complete	Lump Sum	All	Lump Sum	7,987.00
				$ 66,804.50

Anticipated Items

Permanent Pavement Striping	All Required	$ 3,000.00
State Furnished Prom and Program	All Required	700.00
Signal Controller Testing & Turn-on	All Required	2,075.00
EEO/Labor Compliance Monitoring (0.5%)	All Required	334.02
		$ 6,109.02
	Subtotal	$ 72,913.52
	Engineering	10,572.48
	Total	$ 83,486.00

Length of Project ------------- 0.00 mi.

Retained in Reserve

City of McMinnville (Water)	All Required	$ 200.00
City of McMinnville (Electric)	All Required	2,500.00
	Subtotal	$ 2,700.00
	Engineering	391.00
	Total	$ 3,091.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 12,000.00	$ 10,800.00	$ 1,200.00
Right-of-Way	11,200.00	10,080.00	1,120.00
Traffic Signal	83,486.00	75,137.00	8,349.00
Subtotal	$106,686.00	$ 96,017.00	$10,669.00
Reserve	3,091.00	2,781.00	310.00
Total	$109,777.00	$ 98,798.00	$10,979.00

Group 011: 99% Group 081 = 1%
Prefix: C036-1986 (P.E.)
Prefix: C036-2521
Prefix: C10179
Appn Code: 141

CPL:me:bkb

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 2-118
PROJECT REPORT NUMBER
MODIFICATION NUMBER 1

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089
State Oregon
County Yamhill
Project Number HES-9-2(18)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 22, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 12,000.00	$ 23,200.00
Federal funds	$ 10,800.00	$ 20,880.00
Other revisions		

This modification is made for the following reasons: to include the right of way acquisition phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14 th day of February, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By
Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.
By
State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon January 31, 1985

Federal-Aid Project No. HES-9-2(18)

Pacific Highway West @ McDaniel Lane Section
Pacific Highway
Yamhill County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$ 12,000.00
			12,000.00

Type Code ROW
Right of Way

Right of Way			$ 9,500.00
		Subtotal	$ 9,500.00
	Acquisition Expense		1,700.00
		Total	$ 11,200.00

Length of Project	0.00 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 12,000.00	$ 10,800.00	$ 1,200.00
Right of Way	11,200.00	10,080.00	1,120.00
Subtotal	$ 23,200.00	$ 20,880.00	$ 2,320.00
Retain in Program			
Contract Work	113,000.00	101,700.00	11,300.00
Total	$ 136,200.00	$ 122,580.00	$ 13,620.00

Group 1 100%
Prefix: 36-1986
Prefix: [redacted] 36-2521
RDS:bkb

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 1-181	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** [illegible]	State Oregon County Yamhill Project No. HES-9-2(18)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

St. Rt. 99, McDaniel Lane (McMinnville)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	12/22/83	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS PRO RATA 90.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 12,000.00	$ 10,800.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator 1-19-84

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

[illegible] Files

Oregon State Highway Division
Salem, Oregon January 16, 1984

Federal-Aid Project No. HES-9-2(18)

Pacific Highway West @ McDaniel Lane (McMinnville)
Pacific Highway
Yamhill County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$ 12,000.00
		Total	12,000.00

Length of Project 0.0 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 12,000.00	$ 10,800.00	$ 1,200.00
Retain in Program Right-of-Way	5,000.00	4,500.00	500.00
Retain in Program Contract Work	113,000.00	101,700.00	11,300.00
Total	$ 130,000.00	$ 117,000.00	$ 13,000.00

Group 1 100%
Prefix: 36-1986
Prefix:
Prefix:

RHZ:bkb

10,179

March 25, 1987

CON 5 - 10,179

Fireman's Fund Insurance Company
Attn: Fidelity & Surety Dept.
P. O. Box 3825
Portland, OR 97208

On February 20, 1987, we wrote to you concerning release of final payment on Contract No. 10,179 awarded to Benton Electric, Inc. for traffic signal installation on Pacific Highway West at McDaniel Lane in McMinnville, Yamhill County.

Final payment on this contract is $1,005.23 and the total contract amount is $70,176.23. No work was performed under force account.

Fran Neavoll
COMMISSION SERVICES

azm

cc: Benton Electric, Inc.
34037 Excor Road
Albany, OR 97321

Marsh & McLennan
P. O. Box 10167
Eugene, OR 97440

bc: C. O. Fredrickson
Walt Hart
William Anhorn

10,179

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

RECEIVED
STATE HWY ENGR
DEC 19 '86
REFER TO
FOR

Info	Invs	R/D	D/R	Sign	Act	File

In Reply Refer to
File No

DATE: December 12, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

CON 5
10179

FROM: for Bruce M Walton C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. HES-9-2(18)

Contract 10179, Work Completed July 15, 1986

Project Pacific Highway W. at McDaniel Lane (McMinnville)

Highway Pacific Highway West

County Yamhill

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date November 17, 1986

G. K. Hossner
for Dale E. Wilken
Division Administrator

BMW:11

cc: L. Rulien
C. O. Fredrickson
William Anhorn
B. M. Walton

CPC/FL4

NOTED
LARRY RULIEN

RECEIVED
DEC 23 1986
OREGON DIVISION

RECEIVED
DEC 15 1986
OREGON DIVISION

734-2023 (2-85)

jc

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-9-2(18)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Yamhill

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40105

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE December 16, 1985

8. FEDERAL ROUTE NUMBER FAP 9

9. STATE ROUTE NUMBER 1 W

10. GENERAL LOCATION:
Pacific Highway West at McDaniel Lane

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter dated 10/29/86, this will confirm the advance approval date of 12/16/85 contingent upon modification of Project Agreement if additional funds are required for the cost overrun for the relocation of power lines on an actual cost basis estimated to a total of $3,327.66; Federal Funds $2,995.

The Agreement with City of McMinnville Water & Light Dept. is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
NOV 20 86
REFER TO Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Orig. to
11/20

14. DATE 11/16/86

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WEE Y REPORT FOR CONSTRUCTION PF ECTS

WEEK ENDING: NOVEMBER 8, 1986
CONTRACT NO: C10179
F A PROJECT NO: HES-9-2(18)
DATE OF AWARD: DECEMBER 27, 1985
FIRST NOTIFICATION DATE: APRIL 21, 1986
ESTIMATED DATE OF COMPLETION, OR: JULY 15, 1986
SECOND NOTIFICATION DATE AND: JULY 15, 1986
ESTIMATED SEMIFINAL SUBMITTAL DATE: NOVEMBER 4, 1986
AVERAGE FORCE ON PROJECT THIS WEEK: SUPERVISORS: 0 WORKERS: 0
PERCENT CONTRACT WORK COMPLETED: 100%

PROJECT NAME (SECTION): PACIFIC HWY. W @ MCDANIEL LANE (MCMINNVILLE)
HIGHWAY: PACIFIC HWY. WEST
COUNTY: YAMHILL
CONTRACTOR: BENTON ELECTRIC
KIND OF WORK: TRAFFIC SIGNALS

PROJECT AUTHORIZATION
CURRENT AUTHORIZATION $ 86,577.48
ESTIMATED PROJECT COST $ 90,223.44
ESTIMATED PERCENT OVERRUN/UNDERRUN 4.2%

ENGINEERING
AUTHORIZATION $ 7,651.35
COST THIS WEEK $ 2,204.00
TOTAL TO DATE $ 11,000.00
PERCENT OF AUTHORIZATION 143 %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
	07/15/86	0	0.0	0	YES
	/ /	0	0.0	0	
	/ /	0	0.0	0	
	/ /	0	0.0	0	

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	OTHER
ORIG. CONTRACT QUANTITIES	0 CY	0 tn	0 0n			
EST. CORRECTED QUANTITIES	0 CY	0 tn	0 0n			
EST. PERFORMED TO DATE	0 CY	0 tn	0 0n			
PERCENT PERFORMED TO DATE	100	100	100	100	0	0

ACTIVITIES THIS WEEK:

PROJECT COMPLETE.

PROJECT VISITORS:
NONE

ACTIVITIES ANTICIPATED NEXT WEEK:

SEMI-FINAL TURNED IN NOVEMBER 4, 1986
FINAL INSPECTION TO BE COMPLETED NOVEMBER 1986.
LAST REPORT !!

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):
ITEMS TO BE COMPLETED: FINAL INSPECTION REPORT
PROJECT NARRATIVE
3RD NOTIFICATION
P.A. NO 3, & 4

PROJECT MANAGER (SIGN)
ARVEY NELSON

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 29, 1986

In Reply Refer to
File No :

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter, Manager
Program Section

ORIGINAL SIGNED BY
GARY A. POTTER

SUBJECT: Cost Overrun
Power Line Relocation
Water & Light Department
City of McMinnville
Pacific Highway West @ McDaniel Lane
(McMinnville) Section
Pacific Highway West
Yamhill County
Project No. HES-9-2(18)

NOTED
E. S. HUNTER

Reference is made to my letter of January 10, 1986 which submitted an estimate of cost for the relocation of the City of McMinnville Water and Light Departments aerial and buried power line facilities and to your Letter of Approval and/or Authorization, dated January 17, 1986, which approved participation in the estimated cost of $2,941. Copies of my letter and your PR-1240 are attached.

The relocation of power line facilities has been completed and a final billing of cost, in the amount of $3,327.66 received. The final cost of $3,327.66 exceeds the estimated cost of $2,940.62 by $387.04. The City of McMinnville has advised that the cost overrun was due to the buried service relocation requiring more labor than anticipated.

The relocation costs have been audited by our Accounting Section. The City of McMinnville has accomplished the work required to accommodate our highway construction, as requested, and is entitled to full reimbursement.

Your approval of federal participation in the final relocation cost of $3,327.66 is requested.

RECEIVED
STATE HWY ENGR
OCT 31 '86
REFER TO
FOR

Info	Inves	R/D	U/A	Sign	Act	File

JMC:jr
attach.

cc: E. S. Hunter
J. M. Cartwright
Matt Caswell
Rich Evans

Form 734-3122

9177

N

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-9-2(18)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Yamhill

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40105

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE December 16, 1985

8. FEDERAL ROUTE NUMBER Primary 9

9. STATE ROUTE NUMBER Primary 1W

10. GENERAL LOCATION:
Pacific Highway West at McDaniel Lane

11. GENERAL DESCRIPTION OF WORK
Correct 1240

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

The 1240 dated 1/30/86 on this project for the City of McMinnville Water and Light Department is corrected to read approved on an actual cost basis.

RECEIVED
STATE HWY ENGR
AUG 14 '86
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 8/13/86

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

177
jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-9-2(18)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Yamhill

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40105

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE December 16, 1985

8. FEDERAL ROUTE NUMBER Primary 9

9. STATE ROUTE NUMBER Primary 1W

10. GENERAL LOCATION:

Pacific Highway West at McDaniel Lane

11. GENERAL DESCRIPTION OF WORK

Correct 1240

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

The 1240 dated 1-17-86 on this project for the City of McMinnville Water and Light Department is corrected to read approved for a lump sum agreement.

RECEIVED
STATE HWY ENGR
JAN 31 '86
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 1/30/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10/1jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-9-2(18) McMinnville

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Yamhill

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40105

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE December 16, 1985

8. FEDERAL ROUTE NUMBER Primary 9

9. STATE ROUTE NUMBER Primary 1W

10. GENERAL LOCATION:
Pacific Highway West at McDaniel Lane

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter dated 1-10-86, this will confirm the advance approval date of 12-16-85 contingent upon modification of Project Agreement if additional funds are required, to proceed with the actual adjustments to the aerial and buried telephone line facilities on an actual cost basis estimated to be $2,941; Federal Funds $2,647.

The Agreement with the City of McMinnville Water & Light Department is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

RECEIVED
ST HWY ENGR
JAN 22 '86
REFER TO Potter
FOR
Info Invest R/D D/R Sign Act File

Orig. to
1/22

14. DATE 1/17/86

15. SIGNATURE OF APPROVING OFFICIAL CJ Christianson

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

January 16, 1986

CON 5 - 10,179

Benton Electric, Inc.
34037 Excor Road
Albany, OR 97321

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission. You are authorized to commence work under terms of the contract effective this date.

Contract No. 10,179 for a traffic signal installation on Pacific Highway West at McDaniel Lane in McMinnville, Yamhill County.

A copy of this contract is also being sent to the surety on your performance and payment bonds.

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure
cc: Fireman's Fund Insurance Co.
Fidelity and Surety Dept.
121 S.W. Salmon St., Suite 900
Portland, OR 97204

Marsh and McLennan, Inc.
P. O. Box 10167
Eugene, OR 97440

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Bill Anhorn
Arvey Nelson
L. E. George

BENTON ELECTRIC, INC.
34037 EXCOR ROAD
ALBANY, OREGON 97321
(503) 967-1244

December 20, 1985

Office of Commission Services
Room 121
State Transportation Building
Salem, OR 97310

Gentlemen:

We are the apparent low bidder on the Pacific Highway W. at McDaniel Lane (McMinnville) project in Yamhill County with a bid price of $66,804.50. This letter is to inform you that we plan to meet the 3% DBE and 2% WBE goals using the following subcontractors.

Butler Development Co. is going to do work on bid items 2, 3, and 4, their total subcontract will be $4,211.50.

We plan to meet the WBE goals using Columbia Concrete Sawing Co. They will be doing work for bid item #10. Their total subcontract will be $2,648.00.

If you have any questions, please call us. Thank you.

Sincerely,

Bill Arnold nf
Bill Arnold
Industrial Superintendent

nf

RECEIVED
DEC 23 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Thomas Jones.

TK, 7-6-1
McMinnville

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
JAN 13 '86
REFER TO
EO
In Reply Refer to File No

Info	Invest	R/O	D/R	Sign	Act	File

January 10, 1986

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter ORIGINAL SIGNED BY GARY A. POTTER
Manager, Program Section

NOTED
E. S. HUNTER

SUBJECT: Aerial & Buried Power Line Facilities Relocation
Water & Light Department
City of McMinnville
Pacific Highway West @ McDaniel Lane
(McMinnville) Section
Pacific Highway West
Project No. HES-9-2(18)

Here is a copy of an estimate of cost to adjust the City of McMinnville Water & Light Department aerial and buried telephone line facilities dated December 11, 1985,.

A certification prepared by Jerry J. Miller as to city's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the city dated November 25, 1985 was previously supplied to your office.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 10h(2) of FHPM 6-6-3-1, as the relocation involves a segment of service facilities.

There will be no betterment derived from the proposed adjustment of the City's facilities.

Your approval of the lump sum agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of December 16, 1985 under the provisions of FHPM 6-6-3-1 is requested. Cost to the State is $2,941.

JMC:jr
Enc.

cc: E. S. Hunter
J. M. Cartwright
J. J. Miller

Form 734-3122

STATE OF OREGON
HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
LOC 3

RECEIVED
STATE HWY ENGR
JAN 2 '86
REFER TO
FOR

Info	Invs	R/D	O/R	Sign	Act	File

TO: FILES

DATE: December 27, 1985

FROM: Larry Rulien
State Highway Engineer

E. S

SUBJECT: Footpaths and Bicycle Trails
December 19, 1985 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened December 19, 1985 on the following projects:

1. Portland Signal System Project, Phase 1
   City of Portland
   Multnomah County
   Traffic Signals

   Pursuant to ORS Chapter 336.514(1), footpaths or bicycle trails are not incorporated in this project as project consists of replacing existing equipment.

2. North Fork Burnt River Bridge Section
   Rice Road
   Baker County
   Bridges and Grade Separation Structures

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established...where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails".

3. North Fork Alsea River Bridge Section
   Alsea Highway
   Benton County
   Painting Bridges

   Pursuant to ORS Chapter 336.514(1), footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

4. Project withdrawn.

5. Dry Creek Bridge Section
   Davis Road
   Crook County
   Bridges and Grade Separation Structures

   Same as No. 2.

6. Sherwood Road (61st Street)
   The Dalles-California Highway
   Deschutes County
   Aggregate Base, A.C. Oiling and Paving

   4'-6' shoulders are incorporated into the project and will adequately accommodate bicycles.

7. South Fork Little Butte Creek Bridge Section
   South Fork Little Butte Road
   Jackson County
   Bridge and Grade Separation Structures

   Same as No. 2.

8. The Dalles/California-Washburn Way
   South Side Bypass @ Klamath Falls
   Klamath County
   Earthwork, Drainage, Aggregate Bases, A.C. Paving and Oiling, Bridges and Grade Separation Structures

   Bike lanes and sidewalks are incorporated into project.

9. Eugene-Springfield Hwy. @ 42nd Street (Springfield)
   Eugene-Springfield Highway
   Lane County
   Aggregate Base, A.C. Paving and Oiling, Signals

   Pedestrian signals installed for pedestrian and bicycle traffic. Adequate 6-foot shoulders are incorporated for bicycle traffic.

10. Sutton Lake-Florence Section
    Oregon Coast Highway
    Lane County
    Land Clearing

    Same as No. 3

11. Malheur River (Red) Bridge Section
    Riverside-Juntura Road
    Malheur County
    Bridges and Grade Separation Structures

    Same as No. 2.

12. 12th and 13th Streets S.E. @ Hoyt Street S.E. (Salem)
    Hoyt Street S.E.
    Marion County
    Traffic Signals

    Pedestrian signals to be installed for pedestrian and bicycle trafffic.

13. Project withdrawn.

14. Grande Ronde River (Powwatka) Bridge Section
    Troy Road
    Wallowa County
    Bridges and Grade Separation Structures

    Same as No. 2

15. Project postponed.

16. Pacific Highway West @ McDaniel Lane (McMinnville)
    Pacific Highway West
    Yamhill County
    Sidewalks and Traffic Signals

    Sidewalk ramps and pedestrian traffic signals will be incorporated for foot and bicycle traffic.

17. South Yamhill River Bridge Section
    Bellevue-Hopewell Highway
    Yamhill County
    Painting Bridges and Structures

    Same as No. 3.

18. Villa Road Connection-Hillsboro/Silverton Highway (Newberg)
    Hillsboro-Silverton Highway
    Yamhill County
    Earthwork, Drainage, A.C. Pavement and Oiling,
    and Traffic Signals

    Sidewalks, ramps and adequate shoulders for bicycles, as well as pedestrian traffic signals for foot and bicycle traffic will be incorporated into this project.

LWR:DH:ja

cc E. S. Hunter
D. G. Talbot
L. E. George
Bob Pool

ic

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
HES-9-2(18) [illegible]

2. STATE PROJECT NO.
See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
40105

2A. COUNTY NAME
Yamhill

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
DEC 4 '85
REFER TO
Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE
November 26, 1985

8. FEDERAL ROUTE NUMBER
Primary 9

9. STATE ROUTE NUMBER
Primary 1 W

10. GENERAL LOCATION:
Pacific Highway West at McDaniel Lane

11. GENERAL DESCRIPTION OF WORK
Traffic Signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your Revised "PS&E" Estimate dated 11-15-85

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 11-25-85 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $111,006; Federal Funds $99,904.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing zone striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

14. DATE
12/3/85

15. SIGNATURE OF APPROVING OFFICIAL
CK Christianson

16. TITLE
For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

June 26, 1985

City of McMinnville
230 East Second Street
McMinnville, OR 97128

AGR 4-1

Attention: **Marjorie E. Kerber**
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement for installation of traffic control signals at the intersection of Pacific Highway West and McDaniel Lane.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment

bc: Gary Potter (agree. att.)

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
PRO 6

TO: H. S. Coulter
State Highway Engineer

DATE: September 16, 1983

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Program Project
Pacific Highway West @ McDaniel Lane MP 36.05

Region 2 has requested a project to install traffic signals at the subject location.

Construction will be by contract. All phases of engineering will be performed by State Forces.

In Summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
State	Pacific Highway West @ McDaniel Ln (McMinnville) Yamhill County	$130,000	$117,000	$13,000

The project has been investigated and is eligible for funding under the Title II Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L E George
L. E. GEORGE
Traffic Engineer

RHB
Attachments

9-19
orig to Commission
cy George
files

RECEIVED
STATE HWY ENGR
SEP 19 '83
REFER TO
FOR

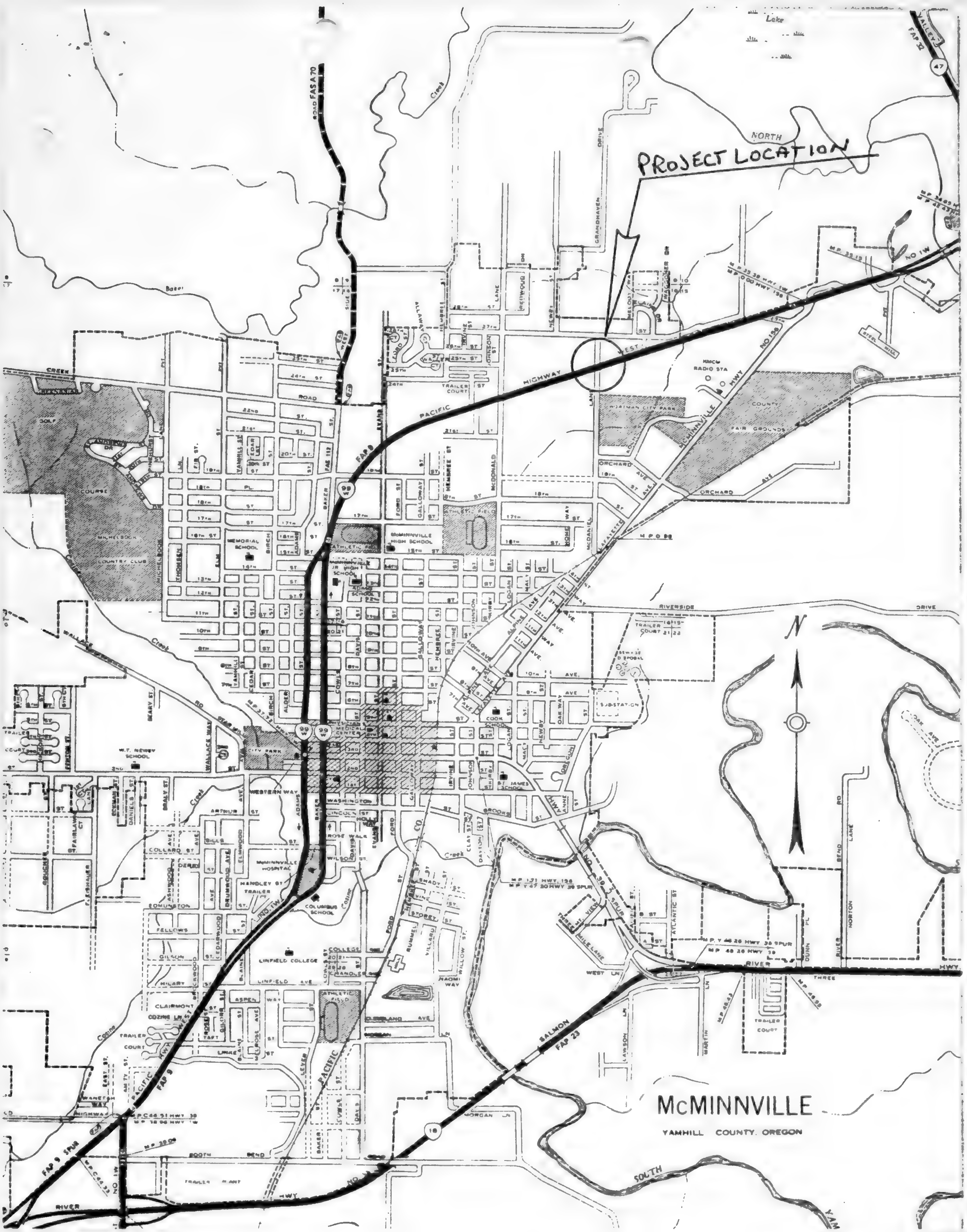
Info	Inves	R/D	D/R	Sign	Act	File

APPROVED:

H S Coulter
State Highway Engineer

DATE: 9-19-83

on report


PROJECT LOCATION
McMINNVILLE
YAMHILL COUNTY, OREGON
N
PACIFIC HIGHWAY WEST
NO 1W
NO 19B
McMINNVILLE HWY
KMCM RADIO STA
CITY PARK
COUNTY FAIR GROUNDS
ORCHARD AVE
RIVERSIDE DRIVE
McMINNVILLE HIGH SCHOOL
ATHLETIC FIELD
MEMORIAL SCHOOL
McMINNVILLE JR HIGH SCHOOL
GOLF COURSE
McMINNVILLE COUNTRY CLUB
COOK SCHOOL
ST JAMES SCHOOL
W. T. NEWBY SCHOOL
CITY PARK
McMINNVILLE HOSPITAL
COLUMBUS SCHOOL
LINFIELD COLLEGE
ATHLETIC FIELD
SUB-STATION
SALMON RIVER HWY
FAP 23
FAP 9
FAP 9 SPUR
FAS A 70
FAS 113
FAP 32
SOUTH YAMHILL RIVER
NORTH
Lake
Creek
Baker Creek
Cozine Creek
THREE MILE LANE
WEST LN
BAKER
ADAMS
DAVIS
EVANS
FORD
GALLOWAY
JOHNSON
IRVINE
HEMBREE
McDONALD
McDANIEL
LAFAYETTE AVE
WALLACE WAY
WESTERN WAY
WASHINGTON
LINCOLN ST
ROSE WALK
WILSON ST
HANDLEY ST
EDMUNSTON
FELLOWS
GILSON
HILARY
CLAIRMONT
COZINE LN
LINFIELD AVE
COLLEGE
CUMBERLAND AVE
BOOTH BEND
MORGAN LN
LAWSON
MARTIN
DUNN PL
ATLANTIC ST
NORTON LANE
BEND RD
TRAILER COURT
TRAILER PLANT
99W
18
47
M.P. 1.71 HWY 19B
M.P. 46.20 HWY 39
M.P. 44.51 HWY 39
M.P. 38.96 HWY 1W
M.P. 39.19
M.P. 0.00 HWY 19B
M.P. 48.28 HWY 39 SPUR

[illegible] 7-6-1
[illegible]

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-9-2(18)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Yamhill

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40105

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/12/85

8. FEDERAL ROUTE NUMBER Primary 9

9. STATE ROUTE NUMBER Primary 1W

10. GENERAL LOCATION:
Pacific Highway West at McDaniel Lane

11. GENERAL DESCRIPTION OF WORK
Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ XX ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 1/29/85 you are authorized to proceed with all phases of Right-of-Way acquisition for Files NO. 54255 and 54256 as shown on R/W map 8B-24-2 at a TEC of $11,200; Federal Funds $10,080.

Federal participation is limited to that Right-of-Way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
FEB 14 '85
REFER TO Potter
FOR
Info

Orig to
2/14

14. DATE 2/12/85

15. SIGNATURE OF APPROVING OFFICIAL John D Wickman

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: January 29, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Request for Authorization to Proceed
Right of Way
Item No. 40105
Project No. HES-9-2(18)
Pacific Highway West @ McDaniel Lane
(McMinnville) Section
Yamhill County
File No. 54255 and 54256

I request authorization to proceed with the actual acquisition of right-of-way all phases at an estimated total cost of $11,200.00 with $10,080.00 in federal funds. The right-of-way to be acquired is as outlined in red on the enclosed print of right-of-way map 8B-24-2 and does not involve relocation assistance.

RDS:bkb
Enclosures
cc: J.B. Boyd
Don Aman
General Files

Form 734-3122

PRO 6

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary Potter, Manager
Program Section

DATE: January 25, 1985

Donald C Aman

FROM: Don Aman
Condemnation/Federal-Aid Coordinator

SUBJECT: Pacific Highway West @ McDaniel
Lane (McMinnville) Section
Pacific Highway West
Yamhill County
Project #HES-9-2(18)

We have received two files on the above HES project that is scheduled for a F 1 Qtr. '86 letting. The acquisition of this right-of-way is estimated at $11,200 and does not require a relocation or moving allowance.

Please program the acquisition of the necessary right-of-way with the Federal Highway Administration and provide us with a prefix.

The above estimate covers files 54255 and 54256 as shown on map 8B-24-2.

DA:jh
attach.

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
JAN 28 1985
REFER TO ____
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

81-125-1387

DATE: March 13, 1984

TO: Oregon Transportation Commission TRA 7

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Consultant Services
Traffic Signals, Various Highways

On the agenda for your consideration at the March 20 meeting will be a request to proceed with the selection of consultants and to undertake contracts for engineering services on selected signal projects. Attached is a list of the selected projects and the estimated cost of the consultant services for each. It is intended to contract for all signals in one region with a single consultant.

Numerous signals were added to the Six-Year Highway Improvement Program in FY 1984 and FY 1985. The construction season is upon us and our field crews will be unable to survey for the vicinity maps necessary to make signal contract plans in time to get the signal construction underway; therefore, we propose to contract for consultant services to prepare vicinity maps for the projects selected. The estimated cost for this work is $290,000.

The need for these signal installations has been identified and they should be made without delay to conform with the dates given in the Six-Year Highway Improvement Program. Funds are available from various federal highway programs.

Your approval is recommended.

Att.

FET:ge sl
Attachment

bc Fred Miller	w/att
Robert Gormsen	"
E. S. Hunter	"
W. E. Schwartz	"
R. N. Bothman	"
Section Heads	"
Region Engineers	"
George Bell	"

SIGNAL PROJECTS
Preliminary Engineering
Field Location Survey
Only

Metro Region

Pacific Highway West at S.W. Fisher Road Washington County Fiscal Year 1985 Traffic signals	$ 10,000
Scholls Highway at Sorento Road Beaverton Fiscal Year 1985 Traffic signals	10,000
Beaverton-Tualatin Highway at S.W. Bridgeport Road Durham Fiscal Year 1985 Traffic signals and channelization	15,000
Mt. Hood Highway at 362nd Avenue Sandy Fiscal Year 1986 Traffic signals	10,000
Sunset Highway at Sylvan Eastbound Ramp Signal Fiscal Year 1986 Traffic signals	15,000
Tualatin Valley Highway at S.W. 91st Avenue Washington County Fiscal Year 1986 Traffic signals	10,000
Beaverton-Tualatin Highway at S.W. Oak Washington County Fiscal Year 1987 Traffic signals and channelization	15,000
Scholls Highway at S.W. Nicol and S.W. Laurelwood Washington County Fiscal Year 1987 Traffic signals	10,000

Region 2

Pacific Highway West at S.E. Crystal Lake Road Corvallis Fiscal Year 1985 Traffic signals	$ 10,000
Pacific Highway East at Grant Canby Fiscal Year 1985 Traffic signals and channelization	15,000
Pacific Highway East at Brooklake Road Brooks Fiscal Year 1985 Traffic signals and channelization	30,000
Pacific Highway West at McDaniel lane McMinnville Fiscal Year 1986 Traffic signals	15,000
Corvallis-Lebanon Highway at Peoria Road Linn County Fiscal Year 1986 Traffic signals	10,000
Corvallis-Newport Highway at S.W. 15th Street Corvallis Fiscal Year 1986 Traffic signals and channelization	15,000

Region 3

Pacific Highway West at 10th Street Junction City Fiscal Year 1985 Traffic signals	$ 10,000
Willamette Highway at Crestview Street Oakridge Fiscal Year 1985 Traffic signals	10,000
Oregon Coast Highway at Winchester Avenue Reedsport Fiscal Year 1985 Traffic signals and channelization	10,000
Pacific Highway West at Bothel Drive Eugene Fiscal Year 1985 Traffic signals	10,000

Region 3 Cont.

Crater Lake Highway at Delta Waters Road Medford Fiscal Year 1985 Traffic signals	10,000
Redwood Highway at Beacon Drive Josephine County Fiscal Year 1985 Traffic signals and channelization	15,000
Cape Arago Highway at Oak Street North Bend Fiscal Year 1986 Traffic signals	10,000
Interstate 105 at County Club Road (ramp) Eugene Fiscal Year 1987 Traffic signals and signal bridge	25,000
TOTAL	$290,000

3.a. 7-4-1
McMinnville

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-9-2(18)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Yamhill

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40105

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 6 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

7. DATE AUTHORIZATION EFFECTIVE 12/22/83

8. FEDERAL ROUTE NUMBER Primary 9

9. STATE ROUTE NUMBER Primary 1W

10. GENERAL LOCATION:
Pacific Highway West at McDaniel Lane (McMinnville)

orig to 1/6

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work TEC $12,000
F.F. $10,800

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS
As requested by Mr. Swan's letter of 12/2/83.

14. DATE 12/22/83

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

[illegible]
McMinnville

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

PROGRAM SECTION
12-13-83

Intergovernmental Relations Division
155 Cottage St. N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-422-3600

cc: FHWA (2)
✓STATE HWY. ENGR.
LOCATION UNIT
RIGHT OF WAY SEC.
ROAD DESIGN SEC. (3
ENVIRONMENTAL SEC.
BRIDGE SEC.
AERONAUTICS DIV.
FED. AID GROUP
REG. 2 ENGR.: FREDRICKS
DIS. 3 ENGR.: R.A. KUEH

CONCLUSIONS

NOTED
H.S. COULTER

APPLICANT: OREGON DEPARTMENT OF TRANSPORTATION

PROJECT TITLE: PACIFIC HIGHWAY W @ McDANIEL LANE SECTION

YAMHILL CO.

DATE: 12/6/83

& Mid-Willamette Valley Council of Governments

The State has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified.

☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of state government:

- ☐ may exist.
- ☐ have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.
- ☐ have been satisfactorily resolved. No significant issues remain.

A copy of this notification and attachments, if any, must accompany your application to the federal agency.

RECEIVED
STATE HWY ENGR
DEC 13 '83
REFER TO
FOR
Info Images R/D S/R Sign Act File

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number: OR 831027-032-2

This number should be used on all correspondence and particularly on SF-424.

Dolores Streeter
Clearinghouse Coordinator

PNRS #3
Revised 10/83

Ya 1-6-1
McMinn.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

DATE: December 2, 1983

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. W. Swans, P.E.
Project Unit Engineer

SUBJECT: Project Data Submission
Item No. 40105
Project No. HES-2-2(18)
Pacific Hwy. West @ McDaniel Lane (McMinnville) Sec.
Pacific Hwy. West
Yamhill County

Attached data consists of PR-1 forms with project maps, Safety Priority Index System, Investigation report, Collision Diagram. Traffic Signal Warrant Comparison, other traffic data and sketch map.

I request authorization to proceed with all phases of preliminary engineering work necessary to obtain PS & E approval at an estimated total cost of $12,000 with an obligation of $10,800 in Federal Funds.

Copy of State Clearinghouse A-95 review conclusions will be sent under separate cover.

DRH:lks
Attachments
cc: L. E. George
C. O. Fredrickson
General Files

Form 734-3122

TRK 7 6.1
Mc Minnville

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S. COULTER

In Reply Refer to
File No.:
PRO

Date: October 25, 1983

To: Executive Department
Federal-Aid Coordination Unit

Mid-Willamette Valley Council
of Governments
ATTN: Clearinghouse Coordinator
400 Senator Bldg.
220 High St. NE
Salem, OR 97301

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 3
Section: Pacific Hwy. W. @ McDaniel Ln. Sec.
Highway: McMinnville
County: ORE 99W

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-Aid funds on this project to be December 12, 1983.

JLG:bks
Attachments
bc: D.E. Wilken, FHWA
H.S. Coulter ✓
R.N. Bothman
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg (3)
Cam Gilmour
W.J. Hart
Reg. 2 Engr.: C.O. Fredrickson
Dis. 3 Engr.: R.A. Kuehn
Aeronautics Division
David Powers, Parks
J.L. Gaither

RECEIVED
STATE HWY ENGR
OCT 26 '83
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway
03	12] APPLICANT ADDRESS STREET [45 Transportation Building	46] CITY [60 Salem 76] ZIP [80 97310
04	12] CONTACT PERSON [45 Gary A. Potter	46] AREA CODE [48 503 49] PHONE [55 378 56] EXTENSION [59 6564
01	12] PROJECT TITLE [71 Pacific Hwy. W. @ McDaniel Ln. Sec.	
11	12] PROJECT LOCATION—CITY McMinnville ORE 99W	PROJECT LOCATION—COUNTY Yamhill PROJECT LOCATION [79 SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 Install multi-phase traffic control signals and construct improvements in

06 12] pavement conditions at intersection of ORE 99W and McDaniel Ln. (See [71

07 12] attached Part 3 of Location Prospectus and sketch map.) [71

08 12] [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
117,000		13,000			130,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U.S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
☒ 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
☒ 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?	(D) REVIEW REQUIRED by A-95	(E) ENVIRONMENTAL IMPACT	(F) HOUSING RELOCATION REQUIRED
Yes ☒ 29 No ☐ 30 Date: Oct. 25, 1983	Yes ☒ 31 No ☐ 32	Yes ☐ 33 No ☒ 34	Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	Dec.	12	1983

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐
If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title)

V. Has funding agency been notified? No ☐ Yes ☒ Date: 10-25-83*

VI. If project includes state funds (12C), identify agency OSHD

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Class 2 Project, Categorical Exclusion, according to the 1978 Environmental Quality Guidelines.

*Dale E. Wilken, Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center St. N.E.
Salem, OR 97301

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Pacific Hwy. at McDaniel Lane (McMinnville)

REGION
2

ESTIMATED RIGHT-OF-WAY IMPACTS

Right of way impacts will be minor. A small amount of right of way will be required for placement of poles and/or controller.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

No impact; consistent.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Installation of this traffic signal will improve traffic safety at the intersection.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

NONE

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

NONE

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

NONE

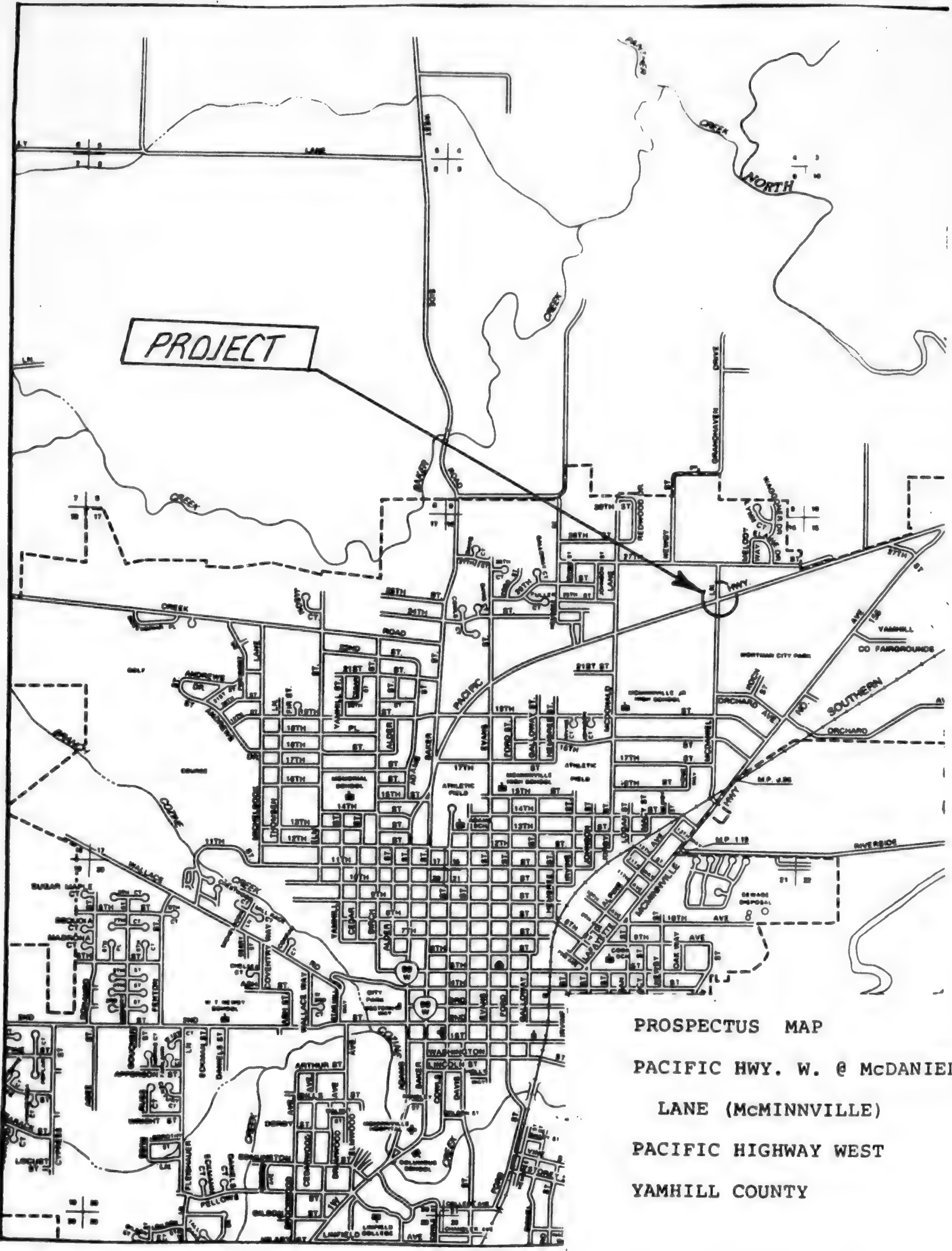
RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The anticipated right of way needed is minor; no other impacts of significance are foreseen. The scope of the project is safety improvement.

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Michael K. Shultz	378-2626	


PROJECT
NORTH
CREEK
PACIFIC
HWY.
SOUTHERN
RIVERSIDE
YAMHILL CO FAIRGROUNDS
ORCHARD
WALLACE
COZINE
WASHINGTON
LINCOLN ST
BAKER
EVANS
ALDER
MCDANIEL
MCMINNVILLE HIGH SCHOOL
ATHLETIC FIELD
SEWAGE DISPOSAL
LINFIELD COLLEGE

PROSPECTUS MAP

PACIFIC HWY. W. @ McDANIEL
LANE (McMINNVILLE)

PACIFIC HIGHWAY WEST

YAMHILL COUNTY

[illegible]

[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No
ENV 3

October 19, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, OR 97301

RE: Project Classification
Pacific Hwy. W. @ McDaniel Lane
Pacific Highway West
Yamhill County
HES-9-2(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

CMG:lm

Attachments (4)

for [illegible] 10/31/83
Division Administrator Date
[illegible] DIVISION

ENVIRONMENTAL SECTION
November 1, 1983

cc: J. B. Boyd (3)
J. H. Versteeg (4)
L. E. George (2)
G. A. Potter
Keats Oliver
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs Unit
Cost & Records Spec
Surfacing Design
General Files
C. O. Fredrickson
Mike Shultz
Richard Kuehn
William Fretwell

Form 734-3122

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Pacific Hwy W. @ McDaniel Lane (McMinnville)

REGION: 2

SURVEY AUTHORITY

AUTHORIZATION NO.: 1

PREFIX: 036-1986

DATE:

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 5,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 0 ~~100~~
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		100	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		400 ~~500~~
905 FINAL DESIGN		1,000 ~~2,000~~	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		1 500 ~~2,500~~	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		1,000 ~~3,000~~	923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		2000 ~~5,000~~	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		100 ~~500~~	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		500	932 RAILROAD & UTILITIES					
						TOTALS	$	$ 12 000 ~~20,100~~
						PREVIOUS AUTHORIZATION		$
						ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: HES-9-2(18)

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications and cost estimate for signal installation. Survey will include retracement of right-of-way centerline.

Note: only 12,000 Programed by FHWA (As Shown on Part 1 Submittal) thus Monies Adjusted to reflect this.

Versteeg
Anderson
Adams
Macnab
Stoudenmayer TE
Terpin
Trout
Wakerlig

RECEIVED
JAN 16 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Approved in Hw. [illegible]

PREPARED BY	DATE 9/7/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 10/12/83
RECOMMENDED, REGION ENGINEER X by	DATE 9-14-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X J H Versteeg	DATE 10-11-83
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 12-22-83	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Pacific Hwy W. @ McDaniel Lane (McMinnville)	REGION 2

STATE HIGHWAY # 1W	HIGHWAY NAME Pacific Highway West	MILE POST 36.0 FROM TO	LENGTH
☒ URBAN ☐ RURAL	CITY McMinnville	COUNTY Yamhill	ROAD/STREET NAME
ROUTE # 99W	FEDERAL AID # FAP 9	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 20.0 ~~12.0~~	GRADING (✓)		FILES (#)	4
RIGHT OF WAY		$ 5.0	PAVING (✓)		ACRES (#)	--
ROADWAY	$ 5.0		STRUCTURES (✓)		RELOCATIONS (#)	--
STRUCTURES	$		SIGNING (✓)	✓	WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$ 75.0		SIGNALS (✓)	✓	PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 4.0				RIGHT OF WAY DESCRIPTIONS (S,C,A)	S
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	S
40% ENGINEERING & CONTINGENCIES	$ 32.0		DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 116 ~~113.0~~	WORK TYPE (1-12)	9	☑ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ 141.8 ~~130.0~~				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 4/84	RECOMMENDED FUNDING SOURCE Title II	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	5	5
STRUCTURES (#)		
SIGNALS (#)	0	1
BIKE PATH (Y/N)		turn phase on shoulder
AVERAGE DAILY TRAFFIC	14,200	
YEAR OF AVERAGE DAILY TRAFFIC	1983	

DEFINE THE PROBLEM

This is a high volume intersection with turn movement, has no signalization at present.

PROPOSED SOLUTION

Install multi-phase signals at intersection, minor improvements in pavement conditions. Some minor additional right-of-way may be required for placement of poles and/or controller.

REQUESTED, REGION ENGINEER x by Phillip O.	DATE 9-14-83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE 9-19-83	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS.

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Pacific Hwy W. @ McDaniel Lane (McMinnville)	REGION 2

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

								PERMITS AND DOCUMENTS			
A—95	~~N~~ S	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N		
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N		
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N		
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N		
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N		
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N		
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N		
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N		
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	0	OLD (#)	1	NEW (#)	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
4	----	----	----

RIGHT-OF-WAY LIAISON	S	EASEMENTS (#)	S	ACCESS CONTROL (Y/N)	Y

UTILITIES (LIST BELOW)

COMPANIES
Northwest Natural Gas Co.
City of McMinnville (water,sewer)
General Telephone Co.
Portland General Electric
cable television

DESIGN SPEED	DESIGN STANDARDS
40 MPH	AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
paved shoulder	5$^{5'}$	C	—	4'	—	11'	11'	15'*	11'	11'	—	4'	—	C	5$^{5'}$	paved shoulde
							SAME									

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

734-1912 (7-82)

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Pacific Hwy. at McDaniel Lane (McMinnville)

REGION
2

ESTIMATED RIGHT-OF-WAY IMPACTS

Right of way impacts will be minor. A small amount of right of way will be required for placement of poles and/or controller.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

No impact; consistent.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Installation of this traffic signal will improve traffic safety at the intersection.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

NONE

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

NONE

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

NONE

RECOMMENDED PROJECT CLASSIFICATION

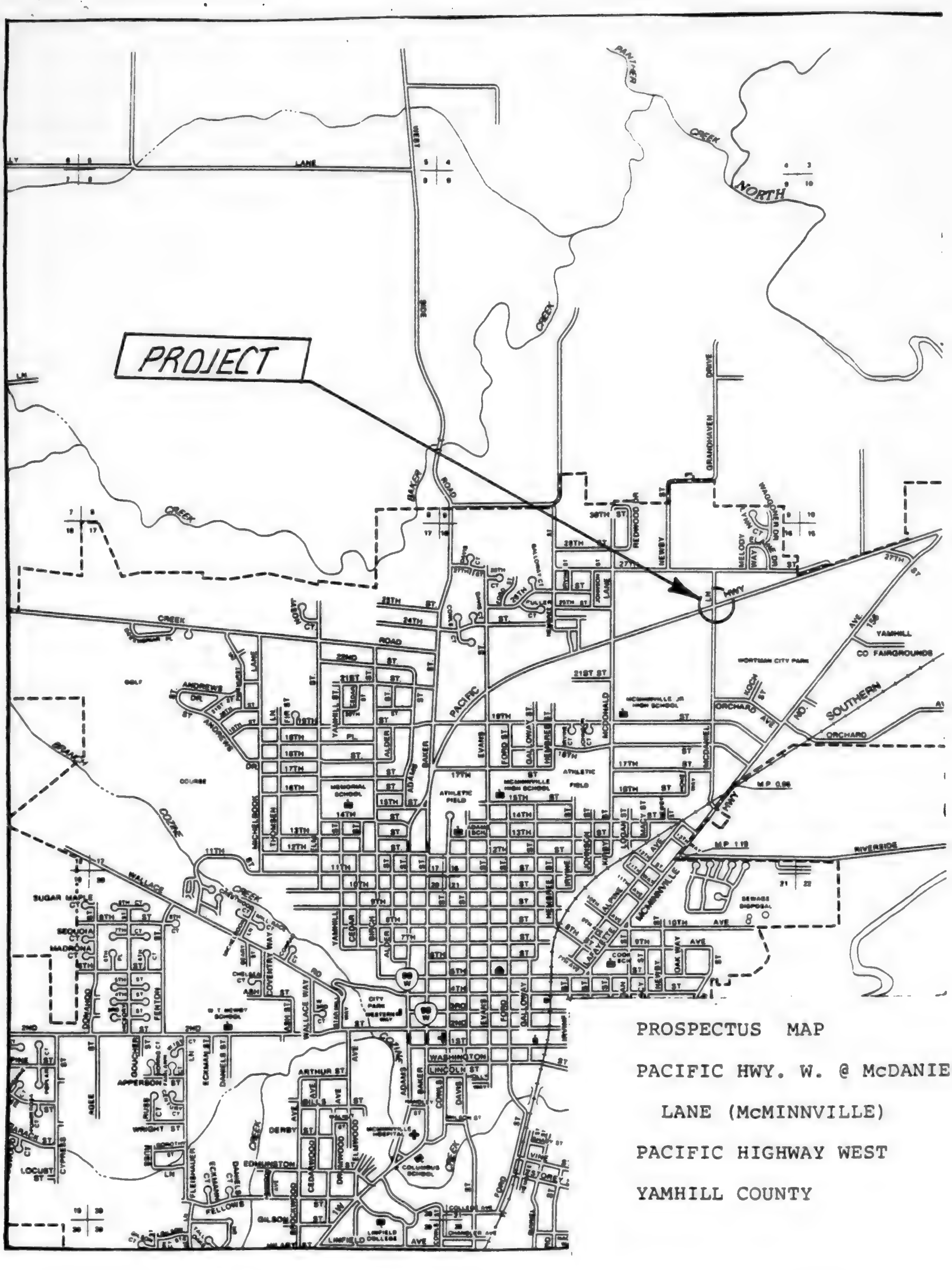
☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The anticipated right of way needed is minor; no other impacts of significance are foreseen. The scope of the project is safety improvement.

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Michael K. Shultz	378-2626	

734-1913 (7-82)


PROJECT
PANTHER
CREEK
NORTH
LANE
WEST
BAKER
ROAD
GRANDHAVEN
DRIVE
HWY
27TH
CREEK
ROAD
PACIFIC
WORTMAN CITY PARK
YAMHILL
CO FAIRGROUNDS
ORCHARD AVE
SOUTHERN
ORCHARD
MCMINNVILLE JR HIGH SCHOOL
MCMINNVILLE HIGH SCHOOL
ATHLETIC FIELD
MEMORIAL SCHOOL
GOLF
COURSE
ST. ANDREWS
COZINE
BRANCH
WALLACE
RIVERSIDE
SEWAGE DISPOSAL
CITY PARK
W. T. NEWBY SCHOOL
WASHINGTON
LINCOLN ST
ARTHUR ST
MCMINNVILLE HOSPITAL
COLUMBUS SCHOOL
LINFIELD COLLEGE
M.P. 0.86
M.P. 119

PROSPECTUS MAP

PACIFIC HWY. W. @ McDANIEL
LANE (McMINNVILLE)

PACIFIC HIGHWAY WEST

YAMHILL COUNTY

1985 South Yamhill River Br. 10,180
Sec. of the Bellevue-Hopewell Hwy.
(Maintenance painting)

10,180

August 6, 1987

CON 5 - #10,180

The American Insurance Co.
Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

Contract No. 10,180 awarded to Coastal Coatings, Inc. for maintenance painting on the South Yamhill River Bridge Section of the Bellevue-Hopewell Highway in Yamhill County was completed on July 6, 1987, and accepted by the State Highway Division on July 28, 1987.

Final payment in the amount of $100.00 will be released to the contractor after August 11, 1987. The total contract amount is $46,577.48. No work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: Coastal Coatings, Inc.
P.O. Box 77043
Seattle, WA 98177

bc: C. O. Fredrickson
Walt Hart
Highway Accounting
Bill Anhorn

10,180

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
10180

TO: Commission Services

DATE: July 28, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10180 , On Site Work Substantially Completed July 1, 1986

All Work Completed July 6, 1987

Project S. Yamhill River Bridge

Highway Bellevue-Hopewell

County Yamhill

Type of Work Maintenance Painting

Contractor Coastal Coatings

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

8-6-87 - Surety letter written.

RECEIVED
JUL 29 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

10,1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: September 4, 1986

In Reply Refer to
File No. CON 5
10180

TO: Oregon Transportation Commission

C-3

FROM: Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
South Yamhill River Bridge Section
Bellevue-Hopewell Highway, Yamhill County
Contract No. 10180

This state-funded maintenance painting project has been completed and it is apparent that the final cost will exceed the project authorization by $8,300 or 18 percent.

The contract, as awarded, required painting of steel bridge members only. Painting of the wooden rail on the structure was added to the contract work. In addition, it was necessary to revise specifications covering the prime coating to provide proper protection for below-deck steel members. Additional flagging was required in order to maintain the safe flow of traffic through the work area. These additions to the work increased the project cost by more than $6,000.

Construction engineering costs were incurred in excess of the authorized amount. These were necessary due to the need to have an inspector at the site during all of the contractor's operations, and to properly monitor, inspect and document the work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation. No federal participation is involved.

I recommend that the authorization be increased by $8,300 to a new total of $54,329.00. This matter will be on the consent calendar for the September 16 meeting.

cc: Fred Miller
Fran Neavoll
C. O. Fredrickson
V. E. Skoog
W. G. Anhorn
George Bell

Form 734-3122

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318

FILE: CON 5
10180

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: September 4, 1985

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

NOTED
W. E. SCHWARTZ

SUBJECT: Request for Increase in Project Authorization
South Yamhill River Bridge Section
Bellevue-Hopewell Highway, Yamhill County
Contract No. 10180

This state-funded maintenance painting project has been completed and it is apparent that the final cost will exceed the project authorization by $8,300 or 18 percent.

The contract, as awarded, required painting of steel bridge members only. Painting of the wooden rail on the structure was added to the contract work. In addition, it was necessary to revise specifications covering the prime coating to provide proper protection for below-deck steel members. Additional flagging was required in order to maintain the safe flow of traffic through the work area. These additions to the work increased the project cost by more than $6,000.

Construction engineering costs were incurred in excess of the authorized amount. These were necessary due to the need to have an inspector at the site during all of the contractor's operations, and to properly monitor, inspect and document the work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation. No federal participation is involved.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $8,300. Also Attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:mk

Attach.

cc: W. G. Anhorn
A. D. Nelson
B. M. Walton
Don Trout

81-125-1387

1-.180

OREGON DEPARTMENT OF TRANSPORTATION HIGHWAY DIVISION

WE[illegible]Y REPORT FOR CONSTRUCTION P[illegible]ECTS

PROJECT NAME (SECTION) SOUTH YAMHILL RIVER BRIDGE		WEEK ENDING AUGUST 30, 1986
		CONTRACT NO C10180
HIGHWAY BELLVUE-HOPEWELL	COUNTY YAMHILL	F A PROJECT NO STATE (9)
CONTRACTOR COSTAL COATING	KIND OF WORK MAINTENANCE PAINTING	DATE OF AWARD DECEMBER 23, 1985

PROJECT AUTHORIZATION		ENGINEERING		
CURRENT AUTHORIZATION	$ 42,009.00	AUTHORIZATION	$ 4,020.00	FIRST NOTIFICATION DATE MAY 24, 1986
		COST THIS WEEK	$ 2,680.00	ESTIMATED DATE OF COMPLETION, OR JULY 31, 1986
ESTIMATED PROJECT COST	$ 54,300.00	TOTAL TO DATE	$ 7,500.00	
ESTIMATED PERCENT OVERRUN/UNDERRUN	18.0 %	PERCENT OF AUTHORIZATION	186 %	SECOND NOTIFICATION DATE AND JULY 1, 1986

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
	07/31/86	0	0	0	YES
	/ /	0	0	0	
	/ /	0	0	0	
	/ /	0	0	0	

ESTIMATED SEMIFINAL SUBMITTAL DATE
SEPTEMBER 1986

AVERAGE FORCE ON PROJECT THIS WEEK
SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED
100

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	0 cy	0 th	0 th			PAINTING
EST. CORRECTED QUANTITIES	0 cy	0 th	0 th			
EST. PERFORMED TO DATE	0 cy	0 th	0 th			
PERCENT PERFORMED TO DATE	0	0	0	0	0	100

ACTIVITIES THIS WEEK:

NO ACTIVITY - PROJECT COMPLETE

PROJECT VISITORS:

NONE

ACTIVITIES ANTICIPATED NEXT WEEK:

SEMI-FINAL SUBMITTED AUGUST 28, 1986

LAST REPORT!!

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

SUBMITTED REQUEST FOR INCREASED PROJECT AUTHORIZATION TO REGION 2 8/18/86

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN)
ARVEY NELSON

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

1985 Villa Rd. Connection to 10,181
the Hillsboro-Silverton Hwy. in Newberg. (Gr, pv, sign, & signals)

C+A 8581 1-21-86

jc cc: OSHD (D. E. Forbes)

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

STATE COPY

REGION NO. 10	REPORT NO. 3	COUNTY Yamhill	DIVISION Oregon
DATE OF REPORT 3/8/88	REPORT MADE BY E. J. Carpenter, Highway Engineer Trainee		PROJECT NO. F-HES-75(18) & HES-F-75(18)
COMPLETION DATE (Actual) 11/17/86	ACCEPTANCE DATE BY CONRTACT AGENCY 5/19/87	TIME ELAPSED $\frac{89}{90} = 99$ %	CONTRACT TIME 90 Calendar Days

LOCATION

Villa Rd. connection of Hillsboro-Silverton Hwy

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

VILLA ROAD CONNECTION (NEWBERG) SECTION
HILLLSBORO - SILVERTON HWY
Grading, Paving, Signing & Signals

This project provided for the construction of a connection at Villa Road with the Hillsboro-Silverton Highway. The work included the construction of a short section of new street, traffic signals, and signing to direct the Hillsboro-Silverton Highway traffic over the new work.

The final cost of the original bid item was $192,496.62 which was 4% over the original contract bid amount of $187,565.00. The final cost of the project, including all changes and construction engineering was $254,586.71.

All participating work has been completed.

A final inspection of the completed work was made on 11/17/86.

All project signing and signalling is complete.

- EJC -

RECEIVED
STATE HWY ENGR
MAR 29 '88
REFER TO Fredrickson
FOR
Info Inves R/D D/R Sign Act File

W. E. SCHWARTZ ay 3/31

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE David B Carter		SIGNATURE	
TITLE Area Engineer	DATE 3/25/88	TITLE District Engineer A	DATE 3/29/8

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-12		State Oregon
PROJECT REPORT NUMBER		County Yamhill
MODIFICATION NUMBER 2	10-1-87	Project Number HES-F-75(18)

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 10, 19 86, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 257,852.00	$ 265,626.00
Federal funds	$ 200,000.00 31,406.00	$ 200,000.00 (141) 38,259.00 (010)
Other revisions		

This modification is made for the following reasons:

To include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1 ST day of OCT, 19 '87.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Cam Gilmour

Manager, Program Section
(Title)

~~By~~ For: Larry Rulien

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon September 21, 1987

Federal-Aid Project No. HES-F-75(18)

Villa Road Connection (Newberg) Section
Hillsboro - Silverton Highway
Yamhill County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 8+42 to Sta. 14+29)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Metal Bushing PA #1	Lump Sum	$ ---	---	---	100%	$ 625.97
Adj. Water Meter & Box Reloc. Hydrant SFO #1	---	---	---	---	---	800.00
AC Overlay SFO #7	Ton	37.00	---		113	4,181.00
				---		$5,606.97

Increase	$ 5,606.97
Subtotal from Estimate of April 8, 1987	136,436.07
Subtotal	$142,043.04
Engineering	21,305.96
Total	$163,349.00

Type Code Y031
Traffic Signals

Subtotal from Estimate of April 8, 1987	$ 88,739.43
Engineering	13,310.57
Total	$102,050.00

Length of Project ------------------- 0.111 mi.
Cost of Roadway Per Mile ------------ $1,471,612.61

Retain in Reserve

Remove and Reinstall
Existing Signs

All Required	$	200.00
Subtotal	$	200.00
Engineering		27.00
Total	$	227.00

SUMMARY OF FUNDS

Description	Appn Code	Group	Pro Rata	Total Cost	Federal Funds	State Funds
Roadway	010	021	88.15%	$ 25,911.00	$ 22,840.00	$ 3,071.00
Roadway	141	011	90%	137,438.00	123,694.00*	13,744.00
Traf. Signal	141	011	90%	84,785.00	76,306.00*	8,479.00
Traf. Signal	010	021	88.15%	17,265.00	15,219.00	2,046.00
Subtotal				$265,399.00	$238,059.00	$27,340.00
Retain in Reserve	010	021	88.15%	227.00	200.00	27.00
Total				$265,626.00	$238,259.00	$27,367.00

*Set Funds $200,000 F.F.
Group 011 = 90%; Group 021 = 10%; Group 081 = 0%
Contract No. 10,181
Prefix: C1361988 (P.E.)
Prefix: C10181

RLC:me

15,151

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	41-126
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	1

US Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

4 17 87

State	Oregon
County	Yamhill
Project Number	HES-F-75(18)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 10, 1986, is hereby modified as follows:

	Former amount	Revised amount	
Estimated total cost of project	$ 223,797.00	$ 257,852.00	
Federal funds	$ 200,000.00	$ 200,000.00	(141)
	1,387.00	31,406.00	(010)
Other revisions			

This modification is made for the following reasons:

To include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17TH day of APR, 1987

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Larry A. Pitts

Manager, Program Section
(Title)

XX For: Larry Rulien

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

P/N

Gen Files

Oregon State Highway Division
Salem, Oregon April 8, 1987

Federal-Aid Project No. HES-F-75(18)

Villa Road Connection (Newberg) Section
Hillsboro-Silverton Highway
Yamhill County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
Roadway (Sta. 8+42 to Sta. 14+29)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
General Excav.	$ 10.00	1,246	$12,460.00	1,416	$14,160.00
Trench Excav.	11.00	174	1,914.00	201	2,211.00
Granular Backfill	16.00	112	1,792.00	118	1,888.00
Treated Base	16.50	1,350	22,275.00	1,355	22,357.50
Class "C" Asphalt Concrete	35.00	500	17,500.00	607	21,245.00
Concrete Inlets Type CG-1	395.00	9	3,555.00	10	3,950.00
Concrete Walks	11.00	535	5,885.00	596	6,556.00
Concrete Driveways	14.00	60	840.00	85	1,190.00
Concrete Curbs	4.65	1,100	5,115.00	1,230	5,719.50
Extra for Asphalt Patching	3.00	535	1,605.00	725	2,175.00
Flagging (PA #2A)	18.78	---	---	140	2,629.20
AC Overlay (SFO #7)	---	---	---	---	4,205.79
			$72,941.00		$88,286.99

Increase	$ 15,345.99
Subtotal from estimate on January 8, 1986	121,090.08
Subtotal	$ 136,436.07
Engineering	19,439.93
Total	$ 155,876.00
	$

TYPE CODE Y031
TRAFFIC SIGNAL

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Furnish Sig. Pole Reinstall Signal Head (PA #3A)	$ ---	---	$ ---	---	1,350.00

Loop Detector Pads (PA #4)	---	---	---	---	654.87
Adj. Two Power Poles & Lines (SFO #6)	---	---	---	---	10,846.81
					$12,851.68

Increase	$ 12,851.68
Subtotal from estimate on January 8, 1986	75,887.75
Subtotal	$ 88,739.43
Engineering	13,009.57
Total	$ 101,749.00

Length of Project	0.111 mi.
Cost of Roadway Per Mile	$1,404,288.29

Retain in Reserve

Remove and Reinstall Existing Signs	All Required	$ 200.00
	Subtotal	$ 200.00
	Engineering	27.00
	Total	$ 227.00

SUMMARY OF FUNDS

Description	Appn Code	Group	Pro-Rata	Total Cost	Federal Funds	State Funds
Roadway	010	021	88.15%	$ 18,438.00	$ 16,253.00	$ 2,185.00
Roadway	141	011	90%	137,438.00	123,694.00*	13,744.00
Traf. Signal	141	011	90%	84,785.00	76,306.00*	8,479.00
Traf. Signal	010	021	88.15%	16,964.00	14,953.00	2,011.00
Subtotal				$257,625.00	$ 231,206.00	$ 26,419.00
Retain in Reserve	010	021	88.15%	227.00	200.00	27.00
Total				$257,852.00	$ 231,406.00	$ 26,446.00

*Set Funds
Group 011 = 90%; Group 021 = 10%; Group 081 = 0%
Contract No. 10,181
Prefix: C1361988 (PE)
Prefix: C10181
RLC:bkb

STATE COPY

TO BE COMPLETED BY FHWA 1-50+60	U.S. Department of Transportation **Federal Highway Administration** **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Yamhill PROJECT NO. HES-F-75(18)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 219 "Villa Road Connection (Newberg) Section"

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11/26/85	0.111
OTHER *(Specify)*		

FUNDS Pro-rata

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 223,797.00	1,387.00 010 $ 200,000.00 141

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
~~for~~ Manager, Program Section
(Title)
XXX For: Larry Rulien
State Highway Engineer
(Title)
By ____________
____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator JAN 10 1986

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

3 - File

Oregon State Highway Division
Salem, Oregon January 8, 1986

Federal Aid Project No. HES-F-75(18)

Villa Road Connection (Newberg) Sec.
Hillsboro-Silverton Highway
Yamhill County

PROJECT AGREEMENT ESTIMATE

Type Code 1000
Roadway (Sta. 8+42 to Sta. 14+29)

Mobilization	Lump Sum	(65%)	Lump Sum	$ 8,450.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	3,500.00
Temporary Signs	Sq. Ft.	439	8.00	3,512.00
Temporary Barricades	Each	11	50.00	550.00
Flaggers	Hour	120	1.00	120.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	5,000.00
General Excavation	Cu. Yd.	1,246	10.00	12,460.00
Trench Excavation	Cu. Yd.	174	11.00	1,914.00
Granular Backfill	Cu. Yd.	112	16.00	1,792.00
Treated Base	Ton	1,350	16.50	22,275.00
Class "C" Asphalt Concrete	Ton	500	35.00	17,500.00
12-inch Storm Sewer Pipe	Lin. Ft.	585	15.00	8,775.00
Extra for Pipe Under Pavement	Lin. Ft.	86	13.00	1,118.00
Bedding Material	Cu. Yd.	62	16.00	992.00
Concrete Manholes	Each	1	1,300.00	1,300.00
Concrete Inlets, Type "CG-1"	Each	9	395.00	3,555.00
Special Concrete Inlets	Each	2	300.00	600.00
Concrete Walks	Sq. Yd.	535	11.00	5,885.00
Concrete Driveways	Sq. Yd.	60	14.00	840.00
Concrete Curbs	Lin. Ft.	1,100	4.65	5,115.00
Extra for Asphalt Patching	Sq. Ft.	535	3.00	1,605.00
Removal of Existing Sign Installation	Lump Sum	All	Lump Sum	200.00
Wood Sign Posts	Lump Sum	All	Lump Sum	1,050.00
Sign Support Footings	Lump Sum	All	Lump Sum	500.00
Single Slip Base Sign Supports	Lump Sum	All	Lump Sum	1,500.00
Signal Pole Mounts	Lump Sum	All	Lump Sum	1,500.00
Type "C" Signs in Place	Sq. Ft.	58	8.50	493.00

Type "D" Signs in Place	Sq. Ft.	32	8.50	272.00
Type "EE" Signs in Place	Sq. Ft.	22	9.50	209.00
Type "R" Signs in Place	Sq. Ft.	15	6.00	90.00
Type "U" Signs in Place	Sq. Ft.	213	11.00	2,343.00
				$ 115,015.00

Anticipated Items

City of Newberg (Water)	All Required			$ 800.00
Permanent Pavement Striping	All Required			3,700.00
Temporary Pavement Striping	All Required			500.00
Seeding, Fertilizing, and Mulching	All Required			500.00
EEO/Labor Compliance Monitoring (0.5% Const. Amt.)	All Required			575.08
				$ 6,075.08
			Subtotal	$ 121,090.08
			Engineering	16,347.92
			Total	$ 137,438.00

Type Code Y031
Traffic Signal

Mobilization	Lump Sum	(35%)	Lump Sum	$ 4,550.00
Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum	55,000.00
Fire Preemption System, Complete	Lump Sum	All	Lump Sum	5,500.00
Model 170 Controller Equipment, Complete	Lump Sum	All	Lump Sum	7,500.00
				$ 72,550.00

Anticipated Items

State Furnished PROM & Program	All Required			$ 700.00
Signal Controller Testing & Turn-on	All Required			2,275.00
EEO/Labor Compliance Monitoring (0.5% Const. Amt.)	All Required			362.75
				$ 3,333.75
			Subtotal	$ 75,887.75
			Engineering	10,244.25
			Total	$ 86,132.00

Length of Project	0.111 miles
Cost of Roadway Per Mile	$ 1,230,000.00

Retain in Reserve

Remove and Reinstall Existing Signs	All Required		$	200.00
		Subtotal	$	200.00
		Engineering		27.00
		Total	$	227.00

SUMMARY OF FUNDS

Description	Group	Appn Code	Pro Rata	Total Cost	Federal Funds	State Funds
Roadway	011	141	90%	$ 137,438.00	$ 123,694.00	$ 13,744.00
Traffic Signal	011	141	90%	84,785.00	76,306.00	8,479.00
Traffic Signal	021	010	88.15%	1,347.00	1,187.00	160.00
Subtotal				$ 223,570.00	$ 201,187.00	$ 22,383.00
Retain in Reserve	021	010	88.15%	227.00	200.00	27.00
Total				$ 223,797.00	$ 201,387.00	$ 22,410.00

Group 011 90%; Group 021 10%; Group 081 0%
Contract No. 10,181
Prefix: C1361988 (PE)
C10181
Appn Code: 010

DRH:bkb/me

10,181

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 15, 1987

In Reply Refer to
File No.:

U. S. National Bank
P.O. Box 4412
Portland, OR 97208

Attn: Connie Angell
Safekeeping

Re: Cascade Construction Company
Contracts 10181 and 10317

Per your conversation with Janice Henry on June 12, 1987, it is fine to replace the $100,000 CD maturing today with a CD in the amount of $35,000.

Contract 10181 has been finaled with the contractor; the amount of $2,000 deposited in lieu of retainage may be released. Also, Contract 10317 has been finaled; the $10,000 deposited in lieu of retainage on this contract may be released.

Sincerely,

Michael F. Gander
Payments Supervisor

cc: Cascade Construction Liquidating Trust

NOTED
FRAN NEAVOLL

MFG:JMH:lmf

bc: Construction
General Ledger
Commission Services

RECEIVED
JUN 16 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Form 734-3122 (1-87)

June 8, 1987

CON 5 - #10,181

The Travelers Indemnity Co.
Surety Department
111 SW Fifth, #1600
Portland, OR 97204

On May 26, 1987, we wrote to you concerning release of final payment on Contract No. 10,181 awarded to Cascade Construction Company, Inc. for work on the Villa Road Connection (Newberg) Section of the Hillsboro-Silverton Highway in Yamhill County.

The total contract amount is $197,770.75. No work was performed under force account.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: Cascade Construction Co., Inc.
Liquidating Trust
P.O. Box 4267
Foot of SW Abernethy
Portland, OR 97208

Don Reger & Co.
520 SW Stark Street
Portland, OR 97204

bc: C. O. Fredrickson
Walt Hart
Bill Anhorn

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-HES-75(18)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Yamhill

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40211

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
MAY 22 '87

7. DATE AUTHORIZATION EFFECTIVE March 26, 1987

8. FEDERAL ROUTE NUMBER FAP 75

9. STATE ROUTE NUMBER 140

10. GENERAL LOCATION:

Villa Road Connection (Newberg) Section

11. GENERAL DESCRIPTION OF WORK

Install Right Turn Only sign

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 3/26/87 as requested in Mr. Fredrickson's letter of 5/5/87 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 8 is approved to a TEC of $150; Federal Funds $135.

14. DATE 5/15/87

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,181.

**Cascade
Construction
Company, Inc.**

General Contractors
P.O. Box 4267, Portland, Oregon 97208

PHONE 222 6421

Equal Opportunity Employer

10,181

December 24, 1986

Dept. of Transportation
Highway Division
Transportation Building
Salem, OR 97310

Attention: Janice M. Henry, Contract Accounting Supervisor

Enclosed are Assignment of Claims by Cascade Construction Company, Inc. to Cascade Construction Company, Inc. Liquidating Trust for the amount we have pledged in lieu of retainages and I assume any other payments to be received. This is the vehicle needed to allow Cascade to liquidate yet somehow the tag-end items must be cleared. The Surety has signed and one Power of Attorney is enclosed as documentation.

Our $258,000 U. S. National Bank Time CD matures Monday, December 29. I will renew it in the same amount in the name of Cascade Construction Company, Inc. As it matures Lakeside Industries should have been assigned Contract 10,190 which will release $125,000 as I believe that they will post securities also. If this isn't clear, please call me on Monday.

Best regards,

CASCADE CONSTRUCTION COMPANY, INC.

Jon

Jon E. Morris, President (short term)

JEM:mk

cc: Connie Angel, Asst. Manager
Safekeeping Dept.
U. S. National Bank of Oregon
P. O. Box 4412
Portland, OR 97208

cc of ltr & ea. att to
Bryant Jackson
Bruce Hatten
Rick Kuehn
Bill Anhorn)
original on
Hwy Acctg

RECEIVED

HIGHWAY ACCOUNTING

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

Cascade Construction Company, Inc.

General Contractors
P.O. Box 4267, Portland, Oregon 97208

PHONE: 222-6421

Equal Opportunity Employer

December 24, 1986

Connie Angel, Assistant Manager
Safekeeping Dept.
U. S. National Bank of Oregon
P. O. Box 4412
Portland, OR 97208

RE: Cascade Construction Company, Inc.

Dear Ms. Angel:

Enclosed are copies of Assignments of Claim which we have delivered to the Highway Division of the Oregon Department of Transportation which assign the current deposit safekeeping receipt No. 269086 and any replacements or substitutions thereof from Cascade Construction Company, Inc. to Jon E. Morris, Trustee under the Cascade Construction Company, Inc. Liquidating Trust.

As funds are released by the State of Oregon they should be delivered to the trustee of the liquidating trust at P. O. Box 4267, Portland OR 97208 or bank transfer.

If you have any questions, please call me.

Very truly yours,

Jon E. Morris
Trustee for The Cascade Construction
Company, Inc. Liquidating Trust

JEM:mk

Enclosure

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P.
Award for outstanding achievement in protecting the environment.

ASSIGNMENT OF CLAIM

Contract No.: OSHD 10181

FOR THE CONSIDERATION OF the covenants and conditions set forth in that ~~($) Dollars, to paid,~~ certain Cascade Construction Company, Inc. Liquidating Trust (the "Trust"), CASCADE CONSTRUCTION COMPANY, ~~hereby sell, assign and transfer the within claim for~~ INC., and Oregon corporation, hereby sells, assigns and transfers the within claim for retainage in the amount of Twelve Thousand ($12,000) and the deposit to secure said retainage represented by U. S. National Bank of Oregon Safekeeping Receipt No. 269086, and any replacements or substitutions for said safekeeping receipt, and interest thereon as well as any additional funds that may be allocated to said contract under said safekeeping receipt, or any replacement or substitution thereof, together with all other sums due or to become due under said Contract

to JON E. MORRIS, Trustee, under the Trust and authorize and empower said JON E. MORRIS, Trustee to act as agent for Cascade Construction Company, Inc. and in its name, place and stead, to verify said claim and to sign, receipt for and receive any warrant that may hereinafter be drawn on the Treasurer of the State of Oregon or the various counties within the State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim in interest in and to said funds. And provided further that this assignment shall not in any way jeopardize the interest of person's furnishing labor or materials in connection with the performance of the contract, or which may in any way impair the funds available for such purposes, but any assignment of funds before the completion of the job and before all claims and debts incurred in the performance of the work had been paid shall be void as against the debts or claims incurred in connection with the performance of said work.

Witness my hand this 22 day of December, 19 86

Executed in the presence of us as witnesses:

James R. Moore
Witness

Donna J. Benfield
Witness

CASCADE CONSTRUCTION COMPANY, INC.
By: John E. Kru...
CONTRACTOR

The Travelers Indemnity Company
By: Dean R. Pettit
SURETY
ATTORNEY-IN-FACT

APPROVED
JLS
Chief Counsel
Department of Transportation

734-1204(1-84)

The Travelers Indemnity Company

Hartford, Connecticut

If necessary, validation of this power of attorney is available at (203) 277-7839. Collect calls will be accepted

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS:

That THE TRAVELERS INDEMNITY COMPANY, a corporation of the State of Connecticut, does hereby make, constitute and appoint

_____ Dean R. Petitt of Portland, Oregon _____

its true and lawful Attorney(s)-in-Fact, with full power and authority, for and on behalf of the Company as surety, to execute and deliver and affix the seal of the Company thereto, if a seal is required, bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof, as follows:

_____ Any and all bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof _____

and to bind THE TRAVELERS INDEMNITY COMPANY thereby, and all of the acts of said Attorney(s)-in-Fact, pursuant to these presents, are hereby ratified and confirmed.

This appointment is made under and by authority of the following Resolutions adopted by the Board of Directors of THE TRAVELERS INDEMNITY COMPANY at a meeting duly called and held on the 1st day of November, 1985 which Resolutions are now in full force and effect:

> VOTED: That the Chairman of the Board, the President, any Executive Vice President, any Senior Vice President, any Vice President, any Second Vice President, the Corporate Secretary or any Department Secretary may appoint attorneys-in-fact or agents with power and authority, as defined or limited in their respective powers of attorney, for and on behalf of the Company to execute and deliver, and affix the seal of the Company thereto, bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof and any of said officers may remove any such attorney-in-fact or agent and revoke the power and authority given to him.
>
> VOTED: That any bond, undertaking, recognizance, consent of surety or written obligation in the nature thereof shall be valid and binding upon the Company when signed by the Chairman of the Board, the President, any Executive Vice President, any Senior Vice President, any Vice President or any Second Vice President and duly attested and sealed, if a seal is required, by the Corporate Secretary or any Department Secretary or any Assistant Corporate Secretary or any Assistant Department Secretary, or shall be valid and binding upon the Company when duly executed and sealed, if a seal is required, by a duly authorized attorney-in-fact or agent, pursuant to and within the limits of the authority granted by his or her power of attorney.

This power of attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Board of Directors of THE TRAVELERS INDEMNITY COMPANY at a meeting duly called and held on the 1st day of November, 1985:

> VOTED: That the signature of any officer authorized by Resolutions of this Board and the Company seal may be affixed by facsimile to any power of attorney or special power of attorney or certification of either given for the execution of any bond, undertaking, recognizance or other written obligation in the nature thereof; such signature and seal, when so used being hereby adopted by the Company as the original signature of such officer and the original seal of the Company, to be valid and binding upon the Company with the same force and effect as though manually affixed.

_____ This power of attorney revokes any and all powers of attorney dated prior to November 1, 1985. _____

IN WITNESS WHEREOF, THE TRAVELERS INDEMNITY COMPANY has caused these presents to be signed by its proper officer and its corporate seal to be hereunto affixed this 1st day of November 19 85.

THE TRAVELERS INDEMNITY COMPANY

By D L Banta

Secretary, Surety

S-2242 Rev. 9-85 Printed in U.S.A.

(Over)

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318

TO: THE FILES **DATE:** December 24, 1986

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Cascade Construction Company Projects

I spoke with Jon Morris, Cascade Construction Company, on December 19, 1986, about the status of ODOT contracts held by Cascade. Cascade has been sold to Lakeside Industries. Jon advised me that Contract No. 10190 was being assigned in total to Lakeside and that the eight (8) remaining Cascade contracts were being assigned to Jon E. Morris Holding Company.

[illegible] Payment

I advised Jon that we had a contract with Cascade Construction Company, and no one else, and that proper assignments would have to be made to accomplish what they intended to do. I also advised him that the "Assignment of Claim" form provided by the Division was not sufficient to assign the entire contract, but was o.k. for assigning proceeds (money payment) of the contract. Further, Jon was advised that the matters of insurance and bond must be covered as specified under the contract and to our satisfaction before we could agree to their proposed total contract assignments.

Jon Morris advised me that John Mosser was his attorney and was handling this matter. He further suggested that Jack Sollis contact Mr. Mosser at 224-5430 so that there was no misunderstanding as to what was required.

Attached is a listing of ODOT-Cascade contracts that have not yet been finaled.

OBJ:mk

Attach.

cc: W. E. Schwartz
Commission Services
Al Harwood
Jack Sollis
Vern Skoog
Bruce Walton
Bill Anhorn

12241m

RECEIVED
DEC 26 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

CASCADE CONSTRUCTION COMPANY
ACTIVE PROJECTS NOT ACCEPTED
AS OF DECEMBER 19, 1986

* 9887	Stafford Road-Wilsonville Interchange
* 9904	SW Jean Road-SW Madrona
*10037	Clackamas Hwy.-Clackamas Bridge
*10112	Sandy River-Corbett Interchange
*10181	Villa Road Connection to Hillsboro-Silverton Hwy.
**10190	NE 60th Ave.-NE 82nd Ave.
*10250	UPRR O'Xing-N. Vancouver Ave.
*10253	District 2A Paving Project
*10317	East Marquam Street (Portland)

* Project complete. State checking final records, and any deficiencies found in records required of the contractor must be provided, corrected or satisfied. Contractor records must be available for three years after final acceptance. Surety must remain bound. All contractor warranties must remain in full force and effect.

** Project not complete. On-site work remains to be done. Assignee must comply with all contract provisions.

RECEIVED
DEC 26 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

November 12, 1986

Jon E. Morris, President
Cascade Construction Company, Inc.
General Contractors
P. O. Box 4267
Portland, Oregon 97208

RE: Your Letter November 3, 1986

Dear Mr. Morris:

The Highway Division will require that all contracts listed in your letter of November 3, 1986 be assigned from Cascade Construction Company to Lakeside Industries and that such assignment be approved by the Highway Division. I would therefore suggest that you prepare the necessary assignment papers and forward them to Mr. Pat Schwartz, Assistant State Highway Engineer.

The assignments will also require the consent of the surety on each contract.

Very truly yours,

Jack L. Sollis, Attorney in Charge
Finance and Government Section

JLS:bk

cc: Fran Neavoll
Pat Schwartz

12/16 forms sent
to Jon
[illegible]B

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421
Equal Opportunity Employer

November 3, 1986

RECEIVED
NOV 07 1986
LEGAL

Dept. of Transportation
Transportation Building
Salem, OR 97310

Attention: George Bell, Assistant Director

Effective January 1, 1987, Lakeside Industries, P. O. Box 1379, Bellevue, Washington 98009 will purchase the construction equipment of Cascade Construction and assume all construction commitments for projects not essentially completed at that date. Cascade has the following open contracts with the Oregon Dept. of Transportation:

CONTRACT #	DESCRIPTION
9887	Stafford Road Interchange & Wilsonville Interchange
9901	N. E. Union Avenue - North Marine Drive (Portland)
9904	S. W. Jean Road - S. W. Madrona Street (Lake Oswego)
10,037	Clackamas Highway - Clackamas Bridge
10,112	Sandy River - Corbett Interchange
10,181 ✓	Villa Road Connection (Newberg)
10,190	N. E. 60th Avenue - N. E. 82nd Avenue
10,250	UPRR O'Xing - North Vancouver Avenue
10,253	District 2A Paving Projects
10,317	East Marquam Street Project

All of the projects noted are essentially complete with the exception of OSHD 10,190 which will not complete until the summer of 1987. Lakeside Industries is prepared to step into Cascade's position for this project and I must assume that your agency has some provision to accomplish the transfer. Please advise as to the transfer requirements. I will be writing all of the Project Managers for the remaining projects requesting immediate notification of any punch list items or paperwork known to be missing at this time. We will attempt to solve any open items before December 31, 1986 but in any event Lakeside will complete any remedial work required in 1987 for Cascade's account.

Your prompt attention to my request regarding OSHD 10,190 will be appreciated for we would like to have all of the transfers in place by year-end.

Best regards,

CASCADE CONSTRUCTION COMPANY, INC.

Jon E. Morris
President

JEM:mk

cc: File

RECEIVED
[illegible] 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

11/6/86
asked Sollis
what to do

10.181

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE: December 12, 1986

In Reply Refer to File No.:
CON 5
10181

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M. Walton
FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. F-HES-75(18)

Contract	10181, Work Completed August 1, 1986
Project	Villa Road Connection (Newberg)
Highway	Hillsboro-Silverton
County	Yamhill

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date November 17, 1986

for Dale E. Wilken
Division Administrator

BMW:11

cc: L. Rulien
C. O. Fredrickson
William Anhorn
B. M. Walton

CPC/FL4

COPY SENT
MAR 2 1986
STATE

RECEIVED
STATE HWY ENGR
MAR -3'87
REFER TO
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
DEC 15 1986
OREGON DIVISION

NOTED
LARRY RULIEN

734-2023 (2-85)

jc cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 2	COUNTY Yamhill	DIVISION Oregon

IN COMPANY WITH

A. Nelson, Proj Mgr and K. Husby, Reg 2 Cons Engr; OSHD

DATE OF INSPECTION 11/17/86	INSPECTION MADE BY D. B. Carter, Area Engineer	PROJECT NO. F-HES-75(18)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 98 %	WORK COMPLETED 100 %

VILLA ROAD CONNECTION (NEWBERG) SECTION
HILLSBORO - SILVERTON HWY
Grading, Paving, Signing & Signals

This project provided for the construction of a connection of Villa Road with the Hillsboro - Silverton Highway. The work included the construction of a short section of new street, traffic signals, and signing to direct the Hillsboro - Silverton Highway traffic over the new work.

This project was awarded to Cascade Construction Company, Inc. of Portland on December 27, 1985 in the amount of $187,565. Work began on the project on May 5, 1986. The final project cost will overrun the project authorization by approximately 9.3 percent. Most of the increased cost resulted from the relocation costs incurred in the moving of several PGE utility poles, and the paving thru the intersection of Hwy 99 W and Villa Rd.

The utility pole relocation cost approximately $10,000. It had been originally thought that these poles were located on highway right-of-way. However, closer examination found them to be on private property. The contract plans did not call for paving thru the above intersection. However, this paving was required to satisfactorily complete the project. This work cost approximately $4,200.

The project is now complete and acceptance is recommended.

- DBC -

NOTED
V. E. SCHWARTZ

Cy
12/8

RECEIVED
STATE HWY ENGR
DEC 5 '86
REFER TO
Fredrickson
FOR
Info Invest R/C O.R. Sign Act File

Form FHWA-1446A
(Rev. 2-84)

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

PROJECT NAME (SECTION) VILLA ROAD CONNECTION (NEWBERG)		WEEK ENDING NOVEMBER 8, 1986
		CONTRACT NO C10181
HIGHWAY HILLSBORO-SILVERTON	COUNTY YAMHILL	F.A. PROJECT NO F-HES-75(18) & HES-F-75
CONTRACTOR CASCADE CONSTRUCTION CO.	KIND OF WORK GRADING & PAVING SIGNALS	DATE OF AWARD DECEMBER 27, 1985

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $ 224,023.83

ESTIMATED PROJECT COST $ 244,821.71

ESTIMATED PERCENT OVERRUN/UNDERRUN 9.3 %

ENGINEERING

AUTHORIZATION $ 17,764.00

COST THIS WEEK $ 2,106.17

TOTAL TO DATE $ 22,920.00

PERCENT OF AUTHORIZATION 129 %

FIRST NOTIFICATION DATE: MAY 5, 1986

ESTIMATED DATE OF COMPLETION, OR: AUGUST 13, 1986

SECOND NOTIFICATION DATE AND: AUGUST 1, 1986

ESTIMATED SEMIFINAL SUBMITTAL DATE: NOVEMBER 1986

AVERAGE FORCE ON PROJECT THIS WEEK

SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED: 100 %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
90CD	08/15/86	90	89.0	98	YES
	/ /	0	0.0	0	
	/ /	0	0.0	0	
	/ /	0	0.0	0	

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	OTHER
ORIG. CONTRACT QUANTITIES	1,246 cy	1,350 tn	500 tn			
EST. CORRECTED QUANTITIES	1,246 cy	1,220 tn	600 tn			
EST. PERFORMED TO DATE	1,400 cy	1,220 tn	600 tn			
PERCENT PERFORMED TO DATE	112	100	100	100	0	0

ACTIVITIES THIS WEEK:

PROJECT COMPLETE.

PROJECT VISITORS:
NONE

ACTIVITIES ANTICIPATED NEXT WEEK:

Last Report

SEMI-FINAL SUBMITTED TO REGION NOVEMBER 4, 1986
FINAL INSPECTION TO BE COMPLETED NOVEMBER 1986

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

ITEMS TO COMPLETE: STATE FORCE ORDER CERTIFICATION, REPORT ON PROJECT MONUMENTATION, FINAL INSPECTION REPORT, P.A. NO. 4, PROJECT NARRATIVE, 3RD NOTIFICATION.

PROJECT MANAGER (SIGN)
ARVEY NELSON

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

10,9

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

AGENDA
[illegible] 1986
In Reply Refer to
File No.:
CON

DATE: October 31, 1986

TO: Oregon Transportation Commission

FROM: for Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Villa Road Connection (Newberg) Section
Hillsboro-Silverton Highway, Yamhill County
Contract No. 10181

This federal-aid project has been completed and it is now apparent that the final cost will exceed the project authorization by $20,800 or 9.3 percent.

The major contributor to the project overrun was the unanticipated utility cost of $10,850 to relocate two power poles on Villa Road. These poles were initially thought to be located within the existing public right-of-way and therefore the responsibility of the utility company to relocate. It was later determined that the poles were actually located outside the right-of-way and relocation costs are therefore eligible for reimbursement.

The remaining $10,000 overrun is a combination of: (1) minor signal revisions, (2) extending the project paving to include an AC overlay of Highway 99W within the intersection limits, and (3) slight overruns in both the flagging and engineering costs.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $20,800 to a new total of $244,823.83. This matter will be on the consent calendar for the November 18 meeting.

cc Fred D. Miller
Fran Neavoll
C. O. Fredrickson
V. E. Skoog
W. G. Anhorn
George Bell

Form 734-3122

HES-F -75(18)
2 noti/ 8.1-86

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

Project Villa Road Connection (Newberg) ✓ Date 10-17-86

Highway Hillsboro-Silverton ✓ Contract No. 10181 ✓

County Yamhill ✓ Kind of Work Grading, Paving Sign & Signal ✓ Contractor Cascade Construction ✓

	Authorized	Estimated
Contract Amount	$187,565.00 ✓	$192,589.87
Anticipated Items	9,812.83 ✓	9,685.95
Contingency (4½%)	8,882.00 ✓	19,548.01 ~~19,545.88~~
Engineering	17,764.00 ✓	23,000.00
Credits	0.00	0.00
PROJECT COST	$224,023.83 ✓	244,823.83 ~~$244,821.70~~

NET INCREASE $ 20,800.00 ~~20,797.87~~ OR 9.3 %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items)

	Expected Amount	Net Change
(C) B.I. No. 5 Flaggers	$2,763.28	$2,643.28
(U) P.A. No. 3 Furnish Signal Pole and Reinstall Signal Head	$1,350.00	$1,350.00
(U) P.A. No. 4 Construct Loop Dectector Pads	$ 400.00	$ 400.00
(U) O.F.W. No. 6 Relocate Power Poles	$10,846.81	$10,846.81
(U) O.F.W. No. 7 Place 1½" A.C. Overlay	$4,205.79	$4,205.79
Engineering	$23,000.00	$5,236.00

Principal reasons for overruns … 5: Flagging. Heavy Traffic on
Hwy. 99W combined with … k schedule by the Contractor
expended 260 Flagger ho … rians and workmen during
next page

The form for this job was returned to Region 2 for signature on 10/28
VB

INSTRUCTIONS: A report on this f … nt that the project cost will exceed the original project authorization by more than … dent that the project cost will exceed by more than five per cent a subsequently a … ve copies to Salem. After having been noted by the Deputy or Assistant State H … ional Engineer and one copy to the Resident Engineer.

Submitted by

Construction or Bridge Engineer

Confirmed by Ret. to R-2 for signature 10-28-86 VB
Regional Engineer

Noted by
Deputy or State Highway Engineer

HES-F -75(18)
2 notif 8-1-86

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

Project Villa Road Connection (Newberg) ✓ Date 10-17-86

Highway Hillsboro-Silverton ✓ Contract No. 10181 ✓

County Yamhill ✓ Kind of Work Grading, Paving Sign & Signal ✓ Contractor Cascade Construction ✓

	Authorized	Estimated
Contract Amount	$187,565.00 ✓	$192,589.87
Anticipated Items	9,812.83 ✓	9,685.95
Contingency (4½%)	8,882.00 ✓	19,548.01 ~~19,545.88~~
Engineering	17,764.00 ✓	23,000.00
Credits	0.00	0.00
PROJECT COST	$224,023.83 ✓	244,823.83 ~~$244,821.70~~

NET INCREASE $ 20,800.00 ~~20,797.87~~ OR 9.3 %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
(C) B.I. No. 5 Flaggers	$2,763.28	$2,643.28
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(U) P.A. No. 4 Construct Loop Dectector Pads	$ 400.00	$ 400.00
(U) O.F.W. No. 6 Relocate Power Poles	$10,846.81	$10,846.81
(U) O.F.W. No. 7 Place 1½" A.C. Overlay	$4,205.79	$4,205.79
Engineering	$23,000.00	$5,236.00

Principal reasons for overruns (Continue on reverse side): Bid Item No. 5; Flagging. Heavy Traffic on Hwy. 99W combined with a prolonged and somewhat sporatic work schedule by the Contractor expended 260 Flagger hours to safely protect traffic, pedestrians and workmen during next page

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by Resident Engineer

Noted by Construction or Bridge Engineer

Confirmed by Ret. to R-2 for signature 10-28-86 Regional Engineer

Noted by Deputy or State Highway Engineer

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO

FILE: CON 5
10181

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: October 31, 1986

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

NOTED
W. E. SCHWARTZ

SUBJECT: Request for Increase in Project Authorization
Villa Road Connection (Newberg) Section
Hillsboro-Silverton Highway, Yamill County
Contract No. 10181

This federal-aid project has been completed and it is now apparent that the final cost will exceed the project authorization by $20,800 or 9.3 percent.

The major contributor to the project overrun was the unanticipated utility cost of $10,850 to relocate two power poles on Villa Road. These poles were initially thought to be located within the existing public right of way and therefore the responsibility of the utility company to relocate. It was later determined that the poles were actually located outside the right of way and relocation costs are therefore eligible for reimbursement.

The remaining $10,000 overrun is a combination of: (1) minor signal revisions, (2) extending the project paving to include an AC overlay of Highway 99W within the intersection limits, and (3) slight overruns in both the flagging and engineering costs.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $20,800. Also attached is a copy of the Expected overrun of Project Authorization form.

OBJ:mk

Attach.

cc: W. G. Anhorn
A. D. Nelson
B. M. Walton
Don Trout

81-125-1387

1.21 .jc

U. S. DEPARTMENT OF TRANSP[illegible]ION FEDERAL HIGHWAY ADMIN[illegible]TION **LETTER OF APPROVAL AND/OR AUTHORIZATION**	1. FEDERAL-AID PROJECT NO. HES-F-75(18) 2. STATE PROJECT NO. See Below

3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO. 5. ITEM NO. 40211	2A. COUNTY NAME Yamhill

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE July 29, 1986	8. FEDERAL ROUTE NUMBER Primary 75	9. STATE ROUTE NUMBER 140

10. GENERAL LOCATION:

Villa Road Connection (Newberg) Section

11. GENERAL DESCRIPTION OF WORK

Place A/C overlay on the intersection of Hwy 99 W with Villa Road

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AXXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 7/29/86 as requested in Mr. Fredrickson's letter of 9/9/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 7 is approved to a TEC of $4,205.79; Federal Funds $3,785.

RECEIVED
STATE HWY ENGR
SEP 19 '86
REFER TO
Potter
FOR
Info Inves R/D D/R

14. DATE 9/18/86	15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner	16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

REGION 2
RECEIVED
RLO ..... [illegible] 7 1986
RE ...... RCE ...... RMS ...... RCH ......
RTS ...... RLS ...... RPC ...... RFS ......
RUS ...... RG ...... RSR ......

City of Newberg

Office of Mayor and City Council
(503) 538-9421

414 E. First St.
Newberg, Oregon 97132

August 6, 1986

W. G. Anhorn
Region Engineer Region 2
Oregon Dept. of Transportation
2960 State St.
Salem, OR 97310

Dear Bill,

On behalf of myself and the City Council of the City of Newberg, I would like to take this opportunity to thank the Oregon Department of Transportation for the completion of Villa Rd. here in the City of Newberg. As you may know this project has been an ongoing concern of the citizens of Newberg for many years. In the late 70's the City began taking the steps to make this project a reality by purchasing necessary right-of-way on the northeast corner of the project. This project finally received approval of the State Highway Transportation Commission and was placed on the Six Year Plan for construction this past year. We in Newberg feel this is an important link to our overall transportation system, as well as a benefit to the motorists using the State highway system. We appreciate the cooperative effort that the State Highway Division has shown the City of Newberg. I was especially pleased to be able to cut the ribbon last Friday to open this section of street to motorists.

Again, thank you for this project.

Sincerely,

Elvern Hall
Elvern Hall
Mayor

rs
CC: City Manager
     City Council

8/12
cc: Rulien

RECEIVED
STATE HWY ENGR

AUG 14 '86

REFER TO

FOR

Info	Inves	R/D	O/R	Sign	Act	File

oy
[illegible]
14

Home of Old Fashioned Festival

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-F-75(18)

2. STATE PROJECT NO. See Below

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40211

2A. COUNTY NAME Yamhill

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE January 14, 1986

8. FEDERAL ROUTE NUMBER Primary 75

9. STATE ROUTE NUMBER 140

10. GENERAL LOCATION:

Villa Road Connection (Newberg) Section

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr.Potter's letter dated 2-7-86 this will confirm the advance approval date of 1-14-86 contingent upon modification of Project Agreement if additional funds are required to proceed with the actual adjustments to the aerial power line facilities on an actual cost basis estimated to be $10,847; Federal Funds $9,763.

The Agreement with the Portland General Electric Co. is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STAT HWY ENGR
FEB 25 '86
REFER TO Potter
FOR
Info | Act | File

Orig to
2/25

14. DATE 2/24/86

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 7, 1986

In Reply Refer to
File No.:

RECEIVED
STAT HWY ENGR
FEB 10 '86
REFER TO
FOR

[illegible]	[illegible]	R/D	D/R	Sup	Act	File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter
Manager, Program Section

ORIGINAL SIGNED BY
GARY A. POTTER

SUBJECT: Aerial Power Line Facilities Relocation
Portland General Electric Company
Villa Road Connection (Newberg) Section
Hillsboro-Silverton Highway
Yamhill County
Project No. HES-F-75(18)

Here is a copy of an estimate of cost to adjust Portland General Electric Company's (PGE) aerial power line facilities dated January 10, 1986 and a sketch showing their proposed relocation.

A certification prepared by Jerry J. Miller as to PGE's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to PGE dated November 25, 1985, was previously supplied to your office.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 10h(2) of FHPM 6-6-3-1, as the relocation involves a segment of distribution facilities.

There will be no betterment derived from the proposed adjustment of the PGE's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of January 14, 1986, under the provisions of FHPM 6-6-3-1 is requested. Cost to the State is $10,847.

JMC:jr
Enc.

cc: E. S. Hunter
J. M. Cartwright

Form 734-3122

Cod 201-10
[illegible]

January 21, 1986

AGR

City of Newberg
City Hall
Newberg, OR 97132

Attention: Arvilla Page
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Attached for your records is a fully executed copy of an agreement to construct the Villa Road Connection with the Hillsboro-Silverton Highway.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Robert W. Gormsen
COMMISSION SERVICES

fkn

Attachment

bc Gary Potter (agree. attached)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 14, 1986

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: William H. Kappus, Area Engineer

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Aerial Power Line Facilities Relocation
Portland General Electric Company
Villa Road Connection (Newberg) Section
Hillsboro-Silverton Highway
Yamhill County
Project No. HES-F-75(18)

NOTED
E. S. HUNTER

Confirmation of your verbal authorization for Portland General Electric Company (PGE) to proceed with the relocation of their aerial power line facilities in conflict with this project as of January 14, 1986 is requested. An estimate of cost has been received from PGE in the amount of $13,472. This estimate is presently being reviewed by the Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
January 14, 1986 is approved

William H. Kappus
William H. Kappus, Area Engineer

JMC:jr

cc: E. S. Hunter
D. L. Trout
Pete Gonzalez
Bill Anhorn
Arvey Nelson
Jerry J. Miller

RECEIVED
STAT. HWY ENGR

JAN 16 '86

REFER TO

FOR

Info	Inves	R/D	J/R	Sign	Act	File

Form 734-3122

January 10, 1986

CON 5 - 10,181

Cascade Construction Company, Inc.
Foot of SW Abernethy
P. O. Box 4267
Portland, OR 97208

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission. You are authorized to commence work under terms of the contract effective this date.

> Contract No. 10,181 for work on the Villa Road Connection (Newberg) Section of the Hillsboro-Silverton Highway in Yamhill County.

A copy of this contract is also being sent to the surety on your performance and payment bonds.

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure
cc: The Travelers Indemnity Company
Surety Department
111 S.W. Fifth #1600
Portland, OR 97205

Don Reger and Company
520 S. W. Stark Street
Portland, OR 97204

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Bill Anhorn
Arvey Nelson
L. E. George

Cascade Construction Company, Inc.

General Contractors
P. O. Box 4267, Portland, Oregon 97208

PHONE: 222-6421

Equal Opportunity Employer

December 19, 1985

Office of Commission Services
Room 121
State Transportation Building
Salem, OR 97310

RE: Villa Road Connection (Newberg)
Bid December 19, 1985
DBE/WBE Subcontractors

Ladies & Gentlemen:

If awarded the contract for the above referenced project we propose to use the following subcontractors to meet the DBE/WBE goals:

McCalib Concrete Services (DBE)	15,707.75	10.3%
Butler Development Company (DBE)	3,668.10	
Gaynetco, Inc. (WBE)	8,157.00	4.3%

Attached are copies of letters of intent to award subcontract to each of the aforementioned firms. These letters show the individual bid items and price to be paid.

Very truly yours,

CASCADE CONSTRUCTION COMPANY, INC.

Brian R. Biskey
Estimator

BRB:mk

cc: 5-67

RECEIVED
DEC 20 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Thomas Jones

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421
Equal Opportunity Employer

December 19, 1985

McCalib Concrete Service
2050 N. W. Connell
Hillsboro, OR 97124

Attention: Bruce McCalib

RE: Villa Road Connection (Newberg)
Intent to Award Subcontract

Ladies & Gentlemen:

Today we submitted the apparent low bid on the above referenced project and upon execution of a contract with the Highway Division we intend to issue a subcontract to you for the following work:

ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL
1	Mobilization (Partial)	L.S.	500.00	500.00
16	Concrete Inlets Type CG-1	9 Each	395.00	3,555.00
18	Concrete Walks	535 S.Y.	10.65	5,697.75
19	Concrete Driveways	60 S.Y.	14.00	840.00
20	Concrete Curbs	1,100 L.F.	4.65	5,115.00
			Total Subcontract	15,707.75

We look forward to working with you.

Very truly yours,

CASCADE CONSTRUCTION COMPANY, INC.

Brian R. Biskey
Estimator

RECEIVED
DEC 2 0 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Jones

BRB:mk

c: 5-67

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421
Equal Opportunity Employer

December 19, 1985

Butler Development Company
P. O. Box 5827
Vancouver, WA 98668

Attention: Jim Troxel

RE: Villa Road Connection (Newberg)
Intent to Award Subcontract

Ladies & Gentlemen:

Today we submitted the apparent low bid on the above referenced project and upon execution of a contract with the Highway Division we intend to issue a subcontract to you for the following work.

BID ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL
1	Mobilization (Partial)	L.S.	200.00	200.00
3	Temporary Signs	439 S.F.	7.90	3,468.10
		Total Subcontract		3,668.10

We look forward to working with you.

Very truly yours,

CASCADE CONSTRUCTION COMPANY, INC.

Brian R. Biskey
Estimator

BRB:mk

cc: 5-67

RECEIVED
DEC 20 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc J Jones

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

Cascade
Construction
Company, Inc.
General Contractors
P. O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421
Equal Opportunity Employer

December 19, 1985

Gaynetco, Inc.
6505 N. E. Columbia Blvd.
Portland, OR 97218

Attention: Gaynet Melsheimer

RE: Villa Road Connection (Newberg)
Intent to Award Subcontract

Ladies & Gentlemen:

Today we submitted the apparent low bid on the above referenced project and upon execution of a contract with the Highway Division we intend to issue a subcontract to you for the following work:

BID ITEM	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL
22	Removal of Existing Sign Installation	100% L.S.	200.00	200.00
23	Wood Sign Posts	100% L.S.	1,050.00	1,050.00
24	Sign Support Footings	100% L.S.	500.00	500.00
25	Single Slip Base Sign Supports	100% L.S.	1,500.00	1,500.00
26	Signal Pole Mounts	100% L.S.	1,500.00	1,500.00
27	Type C Signs in Place	58 S.F.	8.50	493.00
28	Type D Signs in Place	32 S.F.	8.50	272.00
29	Type EE Signs in Place	22 S.F.	9.50	209.00
30	Type R Signs in Place	15 S.F.	6.00	90.00
31	Type U Signs in Place	213 S.F.	11.00	2,343.00
			Total Subcontract	8,157.00

We look forward to working with you.

Sincerely yours,

CASCADE CONSTRUCTION COMPANY, INC.

Brian R. Biskey
Estimator

BRB:mk

cc: 6-57

RECEIVED
DEC 20 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Thomas Jones

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

STATE OF OREGON INTEROFFICE MEMO
HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION LOC 3

TO: FILES

DATE: December 27, 1985

FROM: Larry Rulien
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
December 19, 1985 Bid Letting

RECEIVED
STATE HWY ENGR
JAN 2 '86
REFER TO
FOR

Info	Inv	R/D	D/R	Sign	Act	File

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened December 19, 1985 on the following projects:

1. Portland Signal System Project, Phase 1
   City of Portland
   Multnomah County
   Traffic Signals

   Pursuant to ORS Chapter 336.514(1), footpaths or bicycle trails are not incorporated in this project as project consists of replacing existing equipment.

2. North Fork Burnt River Bridge Section
   Rice Road
   Baker County
   Bridges and Grade Separation Structures

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established...where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails".

3. North Fork Alsea River Bridge Section
   Alsea Highway
   Benton County
   Painting Bridges

   Pursuant to ORS Chapter 336.514(1), footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

4. Project withdrawn.

81-125-1307

5. Dry Creek Bridge Section
   Davis Road
   Crook County
   Bridges and Grade Separation Structures

   Same as No. 2.

6. Sherwood Road (61st Street)
   The Dalles-California Highway
   Deschutes County
   Aggregate Base, A.C. Oiling and Paving

   4'-6' shoulders are incorporated into the project and will adequately accommodate bicycles.

7. South Fork Little Butte Creek Bridge Section
   South Fork Little Butte Road
   Jackson County
   Bridge and Grade Separation Structures

   Same as No. 2.

8. The Dalles/California-Washburn Way
   South Side Bypass @ Klamath Falls
   Klamath County
   Earthwork, Drainage, Aggregate Bases, A.C. Paving and Oiling, Bridges and Grade Separation Structures

   Bike lanes and sidewalks are incorporated into project.

9. Eugene-Springfield Hwy. @ 42nd Street (Springfield)
   Eugene-Springfield Highway
   Lane County
   Aggregate Base, A.C. Paving and Oiling, Signals

   Pedestrian signals installed for pedestrian and bicycle traffic. Adequate 6-foot shoulders are incorporated for bicycle traffic.

10. Sutton Lake-Florence Section
    Oregon Coast Highway
    Lane County
    Land Clearing

    Same as No. 3

11. Malheur River (Red) Bridge Section
    Riverside-Juntura Road
    Malheur County
    Bridges and Grade Separation Structures

    Same as No. 2.

12. 12th and 13th Streets S.E. @ Hoyt Street S.E. (Salem)
Hoyt Street S.E.
Marion County
Traffic Signals

Pedestrian signals to be installed for pedestrian and bicycle trafffic.

13. Project withdrawn.

14. Grande Ronde River (Powwatka) Bridge Section
Troy Road
Wallowa County
Bridges and Grade Separation Structures

Same as No. 2

15. Project postponed.

16. Pacific Highway West @ McDaniel Lane (McMinnville)
Pacific Highway West
Yamhill County
Sidewalks and Traffic Signals

Sidewalk ramps and pedestrian traffic signals will be incorporated for foot and bicycle traffic.

17. South Yamhill River Bridge Section
Bellevue-Hopewell Highway
Yamhill County
Painting Bridges and Structures

Same as No. 3.

18. Villa Road Connection-Hillsboro/Silverton Highway (Newberg)
Hillsboro-Silverton Highway
Yamhill County
Earthwork, Drainage, A.C. Pavement and Oiling,
and Traffic Signals

Sidewalks, ramps and adequate shoulders for bicycles, as well as pedestrian traffic signals for foot and bicycle traffic will be incorporated into this project.

LWR:DH:ja

cc E. S. Hunter
D. G. Talbot
L. E. George
Bob Pool

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-F-75(18)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Yamhill
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 40211
6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE December 5, 1985
8. FEDERAL ROUTE NUMBER Primary 75
9. STATE ROUTE NUMBER 140
10. GENERAL LOCATION: Villa Road Connection (Newberg) Section
11. GENERAL DESCRIPTION OF WORK Utility Adjustment
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter dated 11-27-85 this will confirm approval contingent upon modification of Project Agreement if additional funds are required, to proceed with the actual adjustments to the water facilities on an actual cost basis estimated to be $800; Federal Funds $706.

The Agreement with the City of Newberg is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

RECEIVED
STATE HWY ENGR
DEC 10 '85
REFER TO Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Orig. to
12/10

14. DATE 12/9/85
15. SIGNATURE OF APPROVING OFFICIAL D.K. Hossner
16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-F-75(18)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Yamhill

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 40211

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Orig to
12/6

RECEIVED
STATE HWY ENGR
DEC 6 '85
REFER TO Potter
FOR
Info | Inves | R/D | O/R | Sig | Act | File

7. DATE AUTHORIZATION EFFECTIVE November 26, 1985
8. FEDERAL ROUTE NUMBER Primary 75
9. STATE ROUTE NUMBER 140

10. GENERAL LOCATION:
Villa Road Connection (Newberg) Section

11. GENERAL DESCRIPTION OF WORK
Roadway and Traffic Signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your Revised"PS&E" Estimate dated 11-26-85.

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 11-25-85 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $247,562; Federal Funds $222.336.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing zone striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

Also Mr. Potter's request of 11-20-85 adding Appn. 141 and prefix letters "HES" is approved.

14. DATE 12/5/85
15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]
16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STAT HWY ENGR
DEC 3 '85
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

In Reply Refer to
File No.:

November 27, 1985

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter
Manager, Program Section

ORIGINAL SIGNED BY
GARY A. POTTER

SUBJECT: Water Facilities Relocation
City of Newberg
Villa Road Connection (Newberg) Section
Pacific Highway West
Yamhill County
Project No. HES-F-75(18)

NOTED
E. S. HUNTER

Here is a copy of an estimate of cost to adjust the City of Newberg's water facilities dated June 12, 1985.

A certification prepared by Jerry J. Miller as to the City's rights in the land occupied by their facilities is in our files.

The conflict was not originally anticipated, therefore the City was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 10h(2) of FHPM 6-6-3-1 as the relocation involves a segment of service and distribution facilities.

There will be no betterment derived from the proposed adjustment of the City's water facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of FHPM 6-6-3-1 is requested. Estimated cost to the State is $800.

JMC:jr
Enc.

cc: E. S. Hunter
J. M. Cartwright
Jerry Miller

C.N. [illegible]
Newberg

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: November 20, 1985

In Reply Refer to File No.: PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Program Change
Item No. 01000
Project No. F-75(18)
Villa Road Connection (Newberg) Section
Hillsboro-Silverton Highway
Yamhill County

I request your approval for a program change to dual fund the subject project as follows:

1) Appn Code ------------ Add "141"
2) Prefix Letters ------- Add "HES"
3) Estimated project cost by phases: Change to read ------

	APPN CODE	PRO RATA	TEC	FF	STATE
Const.	141	90	$222,222	$200,000	$22,222
Const.	010	88.15	23,978	21,136	2,842
SUBTOTAL			$246,200	$221,136	$25,064
Retain in Reserve	010	88.15	1,362	1,200	162
TOTAL			$247,562	$222,336	$25,226

Group 011: 100%
Contract No. C
Prefix: C136-1988 (P.E.)
Prefix: C

DDB:pf

cc: W. Anhorn
R. Sjolander
J. Peterson
R. Oakes
General Files

Form 734-3122

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
PRO 6

TO: Larry Rulien
State Highway Engineer

DATE: October 31, 1985

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Program Project
Villa Road Connection, Hillsboro-Silverton Highway
M.P. 20.6

Region 2 has requested the Title II funds be added to the subject project. We are recommending that HES participation be limited to a maximum "lump sum" of $200,000.

Construction will be performed by contract. State forces will perform all phases of engineering.

In summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds	Local Funds
State/City	Villa Road Connection Hillsboro-Silverton Highway Yamhill County	$400,000	$200,000*		

*Lump sum HES funds

The project has been investigated and is eligible for funding under the Title II Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

1/4 Original [illegible]
Copies Traffic
Accounts
[illegible] Files

L. E. George
Traffic Engineer

Attachment

RHB:dc

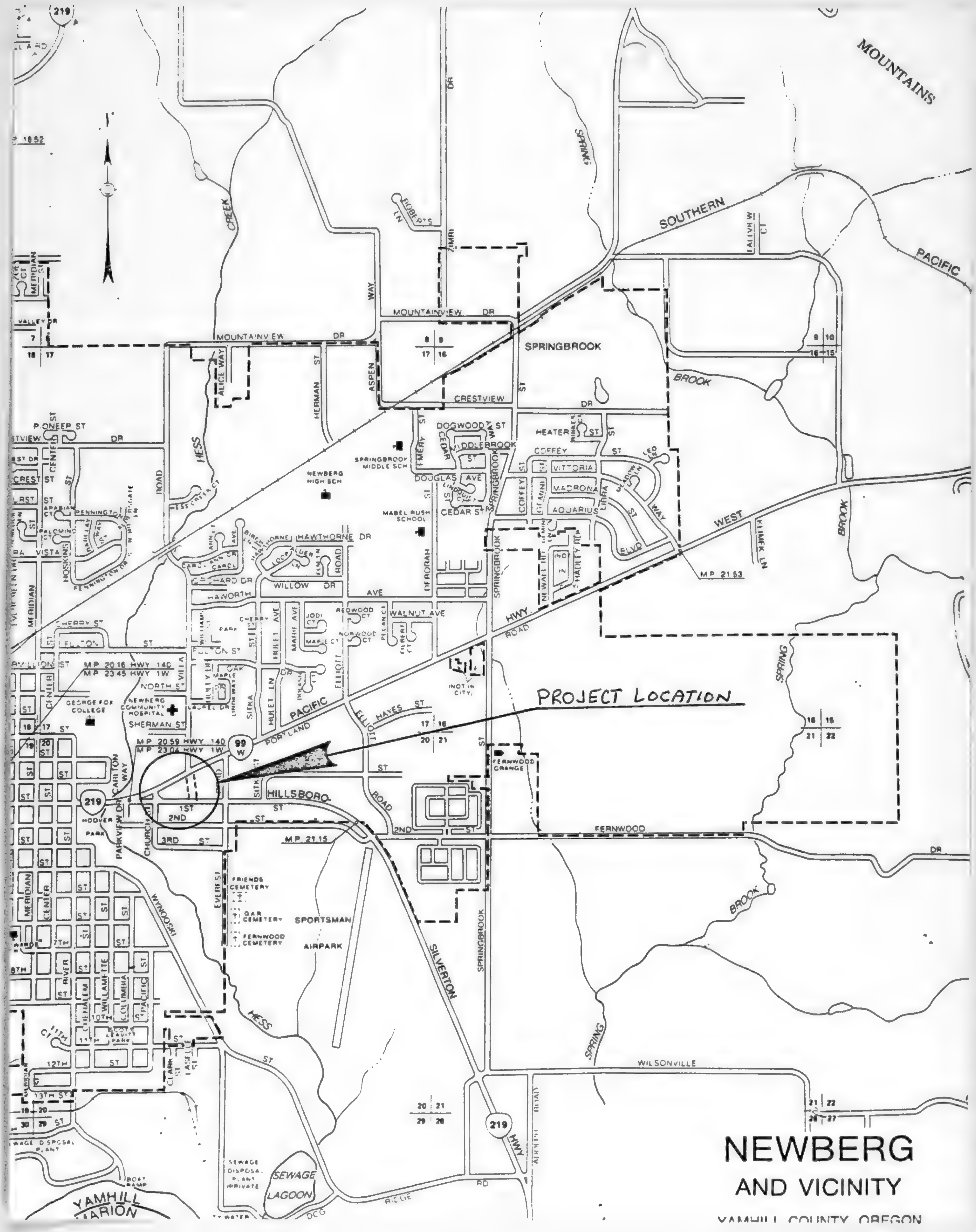
APPROVED:

for State Highway Engineer

11-4-85
Date

RECEIVED
STATE HWY ENGR
NOV 4 '85
REFER TO
FOR
Info Imm R/D D/R Sign Act File

81-125-1387


PROJECT LOCATION
MOUNTAINS
SOUTHERN PACIFIC
SPRINGBROOK
MOUNTAINVIEW DR
CRESTVIEW DR
HESS CREEK
SPRINGBROOK MIDDLE SCH
NEWBERG HIGH SCH
MABEL RUSH SCHOOL
GEORGE FOX COLLEGE
NEWBERG COMMUNITY HOSPITAL
PACIFIC HWY WEST
PORTLAND ROAD
HILLSBORO
FERNWOOD GRANGE
FERNWOOD DR
SPRING BROOK
FRIENDS CEMETERY
GAR CEMETERY
FERNWOOD CEMETERY
SPORTSMAN AIRPARK
SILVERTON
WILSONVILLE
SEWAGE LAGOON
SEWAGE DISPOSAL PLANT
YAMHILL
MARION
MP 21.53
MP 21.15
MP 20.16 HWY 140
MP 23.45 HWY 1W
MP 20.59 HWY 140
MP 23.04 HWY 1W
MP 18.52
219
99 W

NEWBERG

AND VICINITY

YAMHILL COUNTY, OREGON

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street N. E.
Salem, Oregon 97301

October 4, 1985
IN REPLY REFER TO
HRW-OR/

Mr. L. W. Rulien
State Highway Engineer
Oregon State Highway Division
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project F-75(16)
Villa Road Connection
Hillsboro-Silverton Highway - File No. 54290-Safeway

Based on the conditions outlined in Mr. Henry's letter dated October 1, 1985, you are authorized to seek a permit-of-entry on the subject file.

Sincerely yours,

John D Wickman
for Dale E. Wilken
Division Administrator

cc:
OSHD (J. B. Boyd, R/W)

RECEIVED
STATE HWY ENGR
OCT 7 '85
REFER TO
Hunter
FOR
Info Inves R/D D/R Sign Act File

[illegible]

[illegible]

July 5, 1985

City of Newberg
City Hall
Newberg, OR 97132

LOC 7

Attention: **Arvilla Page**
City Recorder

Attached for your information is a copy of "Highway Corridor and Design Resolution No. 446," adopted by the Transportation Commission on June 20, 1985, covering the Villa Road Connection (Newberg) Section of Hillsboro-Silverton Highway in Yamhill County.

Also attached is a survey approval map.

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment
cc: Yamhill County Board of Commissioners
Fifth and Evans Street
McMinnville, OR 97128

Attention: Charles Stern
County Clerk

bc: Don Harwell (resolution attached)

Date: June 6, 1985 PRO

To: Oregon Transportation Commission

From: H. S. Coulter
State Highway Engineer

Subject: Survey Approval
Villa Road Connection (Newberg) Section
Hillsboro - Silverton Highway
Yamhill County
Map 1R-4-864

The survey has been completed on this project. The project is on the State Secondary System, and is listed on the current Six-Year Highway Improvement Program. Construction is scheduled for letting September 1985 using Federal-Aid Secondary funds.

In order that the record be clear as to the official location of this facility, we request your approval of the attached survey approval map. The work has been accomplished consistent with the governing regulations.

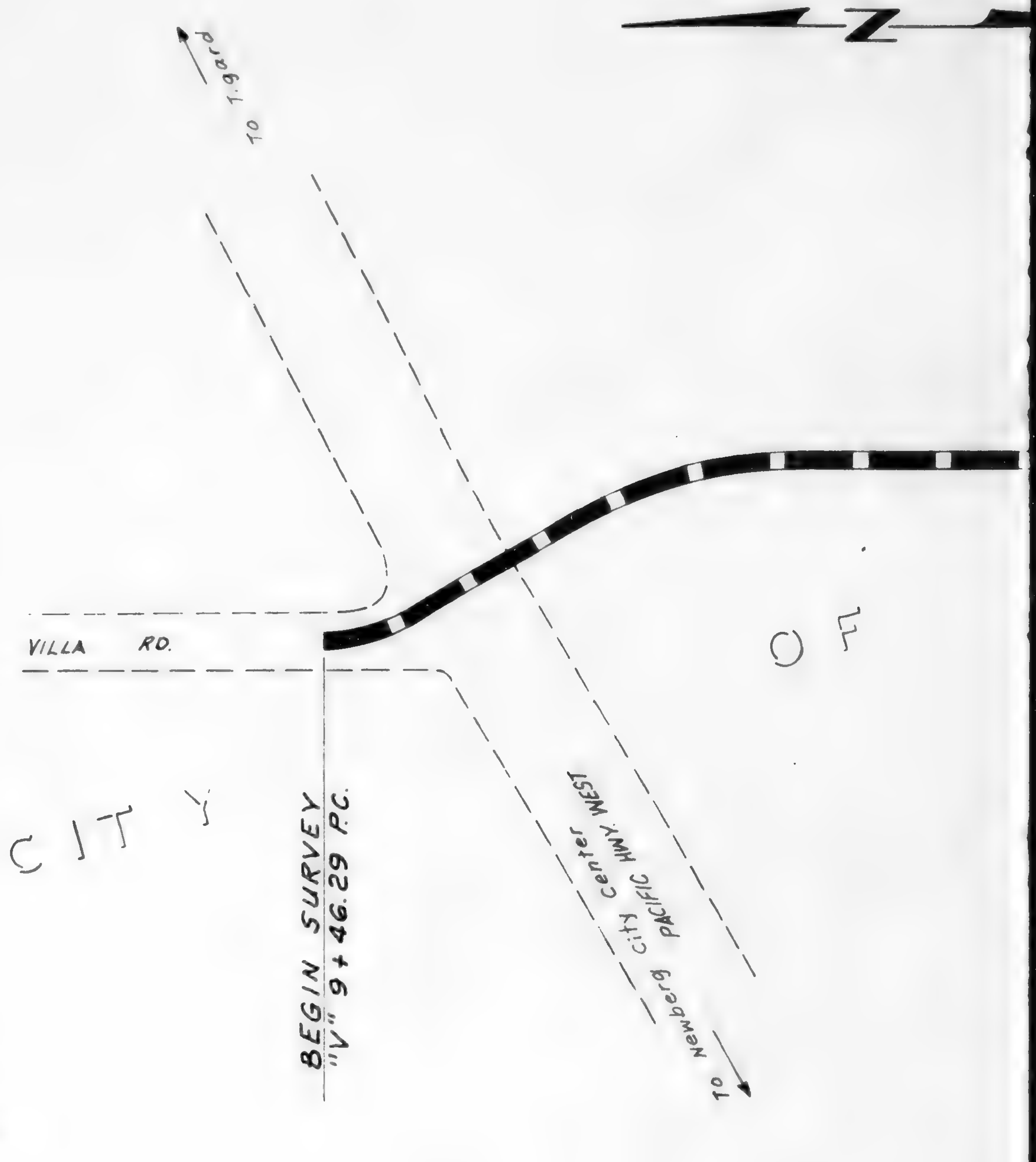
This matter will be on the consent calendar for the June 20 meeting.

Attachment

cc: Fred D. Miller
Robert N. Bothman
E. S. Hunter
Gary A. Potter
R. W. Gormsen
D. O. Christensen
J. B. Boyd
W. G. Anhorn

DDB:bkb 1km

Sec. 20, T. 3 S. R. 2 W


To Tigard
VILLA RD.
CITY OF
BEGIN SURVEY
"V" 9+46.29 P.C.
city center
To Newberg city
PACIFIC HWY. WEST

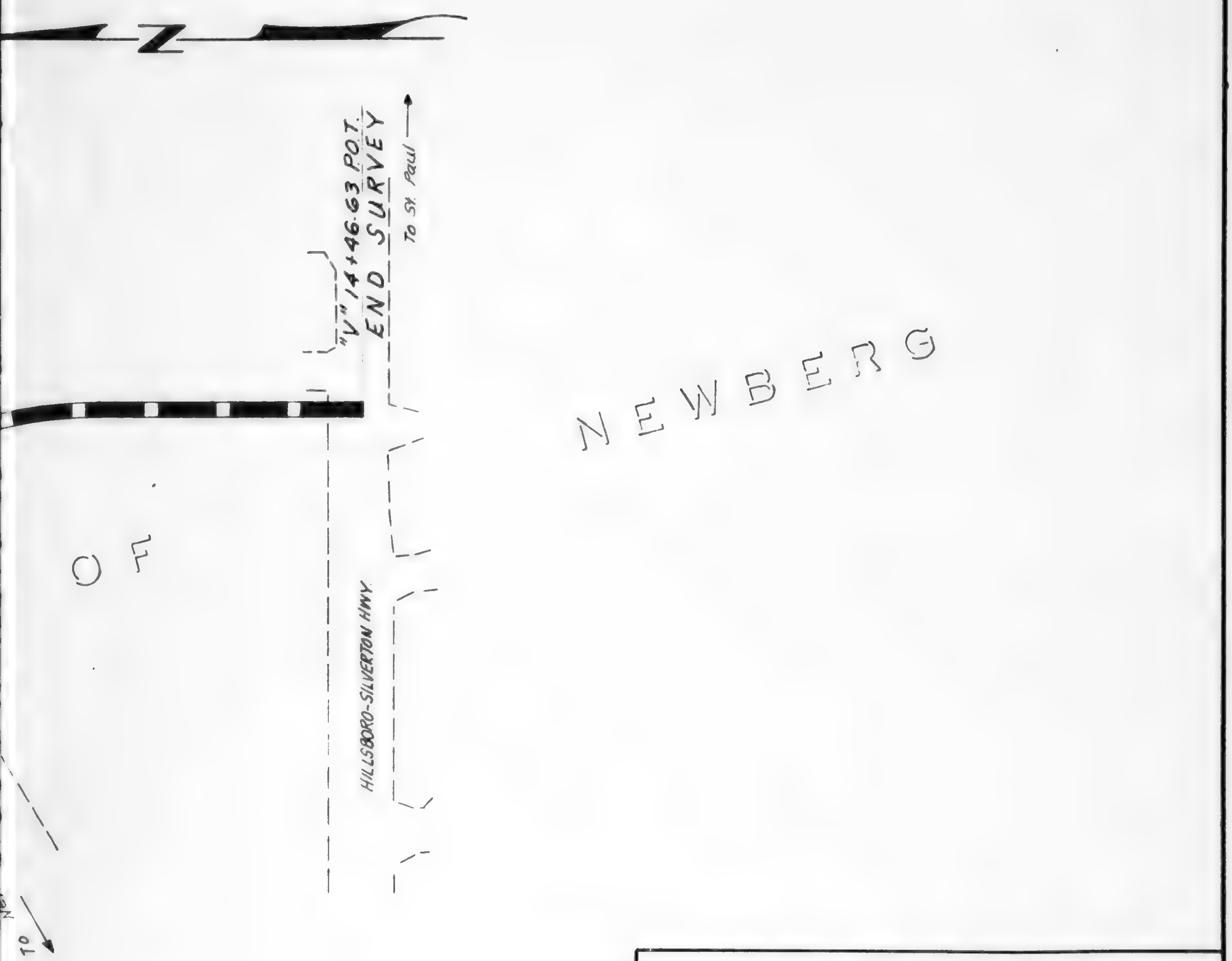
PUBLIC HEARING
THROUGHWAY RESOLU
ACCESS CONTROL

APPROVED:

Asst. State

DRG. NO. 1R-4-864

Sec. 20, T. 3 S. R. 2 W., W.M.


N
"V" 14+46.63 POT.
END SURVEY
To St. Paul
NEWBERG
OF
HILLSBORO-SILVERTON HWY.
To

OREGON STATE HIGHWAY DIVISION

SURVEY APPROVAL MAP

VILLA ROAD CONN. (NEWBERG) SEC.

HILLSBORO - SILVERTON HWY.

YAMHILL CO.

SCALE : 1" = 200'	DATE : May, 1985

FOR DETAILS SEE DRG. NO. 1R-3-1487

PUBLIC HEARING Not Requested

THROUGHWAY RESOLUTION ADOPTED N.A.

ACCESS CONTROL N.A.

APPROVED: 5-7, 1985

Asst. State Hwy. Engr., Tech. Services Branch

30N 21-10.
Newberg

STATE OF OREGON   INTER;

ROAD DESIGN SECTION 378-6558

DES

TO: D. O. Christensen
Road Design Engineer

DATE: May 3, 1985

FROM: George F. Strawn
George F. Strawn
R/W Descriptions Supervisor

SUBJECT: Map 1R-4-864
Villa Road Connection (Newberg) Section
Hillsboro-Silverton Highway
Yamhill County

Enclosed is a survey approval map for the subject project to document Commission action as provided in ORS Chapter 366.

Your approval and transmittal to Mr. Hunter is recommended.

Following approval by Mr. Hunter, please return the approved map to R/W Descriptions for further processing.

GFS:rlr
Enclosure

APPROVED
Duane O. Christensen
Dsgn. Engr.

Hunter signed -
Returned to R/W.
5-7-85
RW.

.125-1387

CCN 3015
[illegible]

rll

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: F-75(16)

2. STATE PROJECT NO.: See Below

2A. COUNTY NAME: Yamhill

3. FROM:
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 40211

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
3/4/85	Primary 75	Secondary 140

10. GENERAL LOCATION:

Villa Road Connection (Newberg) Section

11. GENERAL DESCRIPTION OF WORK

Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 1/30/85 you are authorized to proceed with all phases of Right-of-Way acquisition for files 54287 through 54290 and file 54292 as shown on R/W map 1R-3-1487 at a TEC of $100,000; Federal Funds $88,150.

Your request has been reduced by a TEC of $90,000 which covers the cost of file No. 54291 which was purchased by the City of Newberg to preserve the project corridor and for the construction of the subject project. Federal Funds are not eligible to participate in the historic costs or the costs to transfer this file title to the State of Oregon.

Federal participation is limited to the Right-of-Way actually incorporated in the final location of the subject project.

RECEIVED
STAT HWY ENGR
MAR 6 '85
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig 3/6

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
3/5/85	John D Wickman	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CCN 21-10
Newberg

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: February 22, 1985

To: Dale E. Wilken
Divison Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: FAP-75 Route
Item No. 40211
Project No. F-75(14)
Villa Rd. Connection (Newberg) Sec.
Hillsboro/Silverton Hwy.
Yamhill County

In response to your concern that the subject project is not on the designated FAP-75 Route, action has been started to correct our Newberg urban area map.

Attached is a copy of Mr. Anhorn's letter initiating this correction. This did not require a system action as the route description still adequately describes the mofified intersection. The project is a safety improvement for the connection to Pacific Highway West.

LGB:bkb
Attach.
cc: R.E. Royer
W.G. Anhorn
General Files

Form 734-3122

CSN 31-10

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: January 30, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 40211
Project No. F-75(16)
Villa Road Connection (Newberg) Section
Right-of-Way
Yamhill County

Enclosed is data consisting of PR-1 forms, and print of right-of-way map IR-3-1487.

I request authorization to proceed with the actual acquisition of right-of-way all phases at an estimated total cost of $190,000 with $167,485 in federal funds. The right-of-way to be acquired is as outlined in red on the enclosed right-of-way map and does not involve relocation assistance.

RDS:bkb
Enc.
cc: J.B. Boyd
Don Aman
— General Files

Form 734-3122

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

NO.	FORM PR-1 (REV. 4-61)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS
	January 30, 1985	

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR 219, Villa Road (Newberg)		21,800	----	----	10	Oregon	41	010	40211

ROPOSED WORK (35 typewriter	NATL. FOREST	F.H. ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) / NUMBER / SEQ. NO.	I. Projects Only POST MI. / DESIG.
f Way Acquisition								F / 75 / (16)	

L FUNDS	Consolidated Primary	
REA	Newberg	
COUNTY NAME	Yamhill	CODE 071
ROUTE NO. P	FEDERAL-AID 75 / STATE 140 / U.S. ----	PROGRAM STAGE ☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS 88.15%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW		"Villa Road Connection (Newberg) Section"	0.08	190,000	167,485	22,515		ROW-50' min.; Access Control-none; Parking Restriction-complete.
CONST (CODE)								
RED BY RDS		PROJECT TOTALS	0.08	190,000	167,485	22,515		

AM APPROVAL DATES

5-23-84

No. 01000

REMARKS

Additional Data: See Item No. 40211
Project No. F-75(14).

-over

USCOMM DUSCOMM-DC 48803-P61

Budget Bureau No. 41-R2067; Approval

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

January 30, 1985

U.S. DEPART
BUREA

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces) SR 219, Villa Road (Newberg)	ADT	PRESENT 21,800	FUTURE ---- YEAR ----	REGION 10	STATE NAME Oregon	STAT COD 4

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Right of Way Acquisition	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) F	NUMBER 75	SEQ. N (16)

CARD 4	CLASS OF FEDERAL FUNDS Consolidated Primary	COUNTY NAME Yamhill			CODE 071
	NAME OF URBAN AREA Newberg	ROUTE NO. P	FEDERAL-AID 75	STATE 140	U.S. ----

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 88.15%	STATE FUNDS	OTHER FUNDS	
5					PE								
5					ROW		"Villa Road Connection (Newberg) Section"	0.08	190,000	167,485	22,515		ROW-5 Access Parki comple
5					CONST (CODE)								

CARD 1	CODE 1	PREPARED BY RDS	PROJECT TOTALS	0.08	190,000	167,485	22,515	

PROGRAM APPROVAL DATES
5-23-84

Key No. 01000

REMARKS
Additional Data: See Item No. 40211
Project No. F-75(14).

USCOMM

Joseph N. Speight
ENGINEER
6777
OREGON
JULY 17, 1970
JOSEPH N. SPEIGHT

OREGON DEPARTMENT OF TRANSPORTATION

NOISE STUDY REPORT

PROJECT	Villa Road Connection (Newberg)	PREPARER	James Norman
HIGHWAY	Hillsboro - Silverton Highway	DATE	9-28-84
COUNTY	Yamhill	CITY	Newberg

PROJECT DESCRIPTION:

The proposed project will construct a connection between Pacific Highway W. and the Hillsboro-Silverton Highway, as an extension of Villa Road, in the city of Newberg. The new facility will include two 12 foot travel lanes with 6 foot paved shoulders, 5½ foot sidewalks, and bike paths incorporated into the shoulders. The existing signal at Villa Road/Pacific Highway will be upgraded and appropriate signing installed. As new construction, the Villa Road Connection is classified as a Type 1 project, according to FHPM 7-7-3.

EXISTING LAND USE ACTIVITIES:

R~~esident~~ial dwellings and an elderly care facility are located on the south side of the Hillsboro-Silverton Highwav at the site of the proposed project. Commercial structures are located along Highway 1W on the north side of the project area, and on the triangular section of property through which the proposed project will extend.

TRAFFIC DATA AND PREDICTED NOISE LEVELS

Year	Autos (vehicles per hour)	Medium Trucks (vehicles per hour)	Heavy Trucks (vehicles per hour)	Speed (mph)	Leq @ 50 feet	Leq ___ dBA Contour Distance (from road centerline)
(Existing)						
(No-Build)		SEE ATTACHMENT				
(Build)						

RECEIVED
NOV 26 1985
ROAD DESIGN SECTION

RDE
Cpy FDE
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LPC
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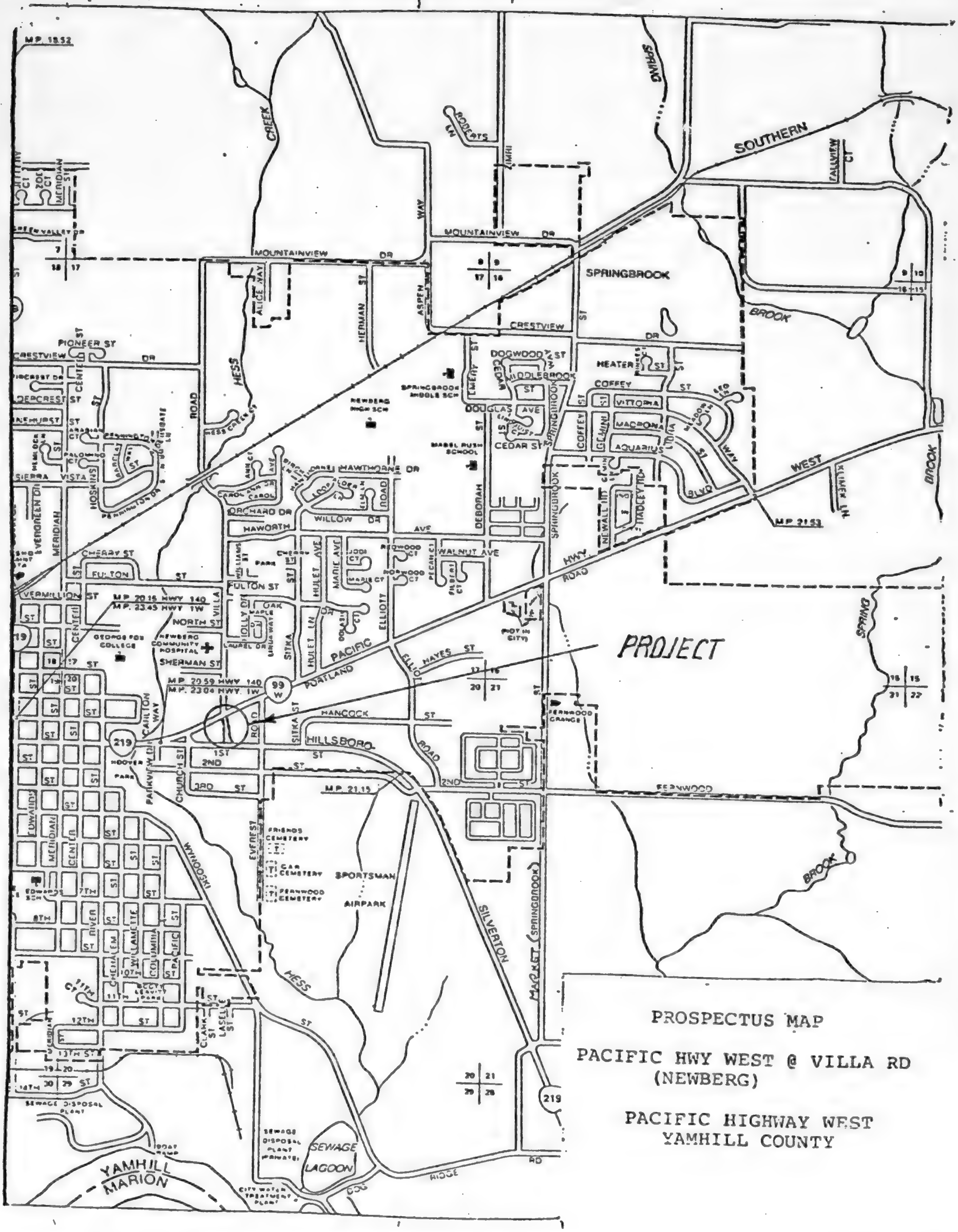
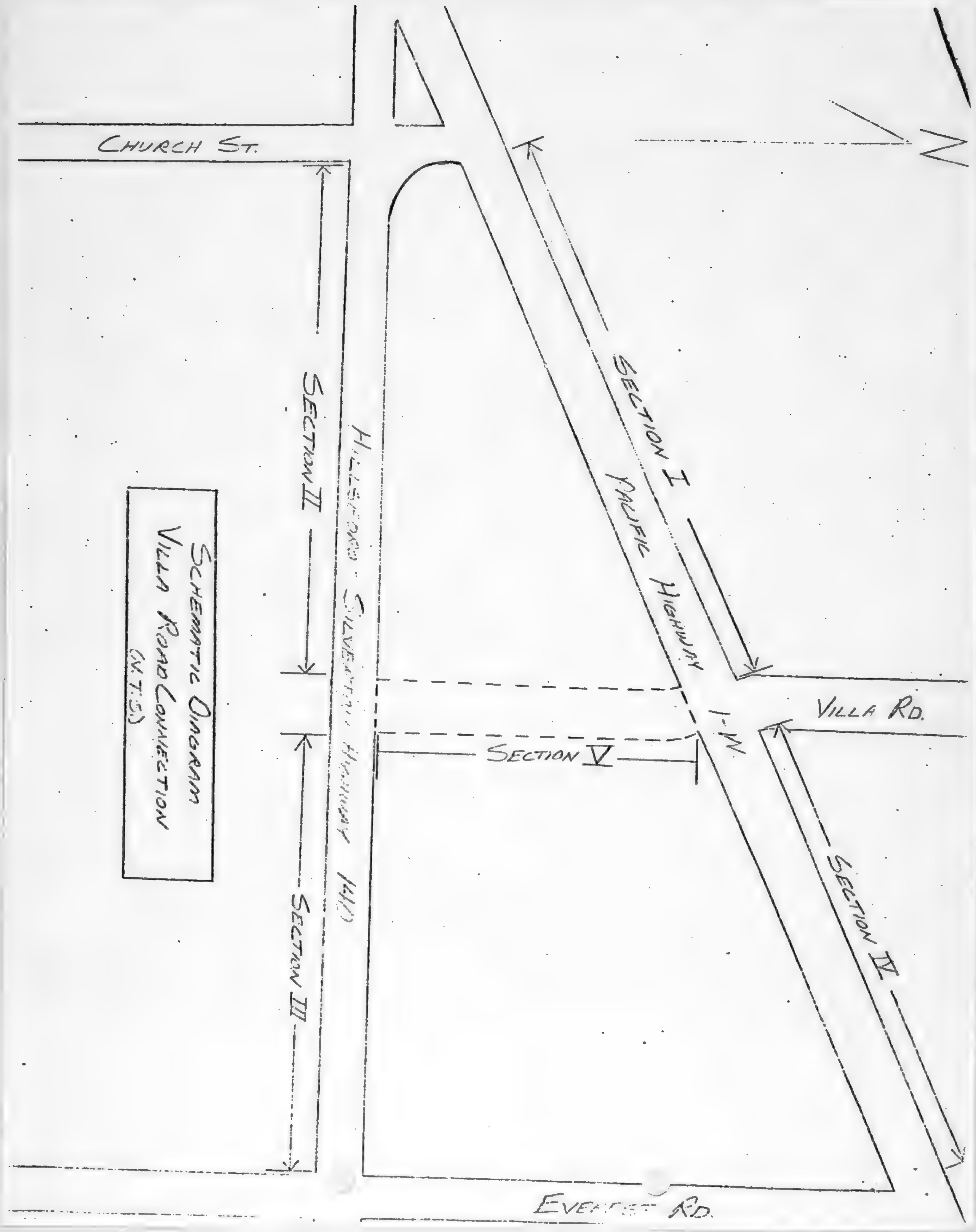

PROJECT
M.P. 18.52
SOUTHERN
SPRINGBROOK
MOUNTAINVIEW DR
CRESTVIEW DR
PIONEER ST
HESS CREEK
SPRING
BROOK
WEST
PACIFIC HWY
PORTLAND ROAD
99 W
219
M.P. 21.53
M.P. 20.15 HWY 140
M.P. 23.45 HWY 1W
M.P. 20.59 HWY 140
M.P. 23.04 HWY 1W
M.P. 21.15
VILLA ROAD
HANCOCK ST
HILLSBORO ROAD
FERNWOOD
SILVERTON
MARKET (SPRINGBROOK)
NEWBERG HIGH SCH
SPRINGBROOK MIDDLE SCH
MABEL RUSH SCHOOL
GEORGE FOX COLLEGE
NEWBERG COMMUNITY HOSPITAL
FERNWOOD GRANGE
FRIENDS CEMETERY
CAR CEMETERY
FERNWOOD CEMETERY
SPORTSMAN AIRPARK
SEWAGE DISPOSAL PLANT
SEWAGE LAGOON
CITY WATER TREATMENT PLANT
YAMHILL
MARION
DOG RIDGE RD
HESS ST

PROSPECTUS MAP

PACIFIC HWY WEST @ VILLA RD
(NEWBERG)

PACIFIC HIGHWAY WEST
YAMHILL COUNTY


SCHEMATIC DIAGRAM
VILLA ROAD CONNECTION
(N.T.S.)
CHURCH ST.
SECTION I
SECTION II
SECTION III
SECTION IV
SECTION V
PACIFIC HIGHWAY
HILLSBORO - SILVERTON HIGHWAY 140
VILLA RD.
I-W
EVE[illegible] RD.
N

VILLA ROAD CONNECTION
NEWBERG
YAMHILL COUNTY

Section	Year	Autos	Medium Trucks	Heavy Trucks	Speed	Leq @ 50 feet	Leq 67 dBA Contour Distance
		(Vehicles per hour)					
1	Existing (1984)	1600	45	55	32	69.9	77 ft.
	No-Build (2005)	2600	75	90	17	66.9	N/A
	Build (2005)	2750	80	100	15	66.4	N/A
2	Existing (1984)	480	15	25	35	66.6	N/A
	No-Build (2005)	800	25	40	32	67.9	57 ft.
	Build (2005)	470	15	25	31	65.6	N/A
3	Existing (1984)	480	15	25	35	66.6	N/A
	No-Build (2005)	800	25	40	32	67.9	57 ft.
	Build (2005)	800	25	40	31	67.7	55 ft.
4	Existing (1984)	1550	45	55	32	69.8	76 ft.
	No-Build (2005)	2550	75	90	17	66.9	N/A
	Build (2005)	2550	75	90	15	66.0	N/A
5	Existing (1984)	N/A					
	No-Build (2005)	N/A					
	Build (2005)	350	5	3	22	56.5	N/A

EXISTING SOUND LEVELS:

No measurements taken.

TRAFFIC NOISE IMPACTS:

The proposed project will effectively reduce traffic noise levels on each existing roadway segment in the study area. The predicted noise level along the roadway segment to be constructed by the project is 57 dBA @ 50 feet, well below the threshold of significance in an urban area. Therefore, the construction of the proposed project would have a beneficial effect to noise levels in the study area.

TRAFFIC NOISE MITIGATION:

Due to the beneficial effect to noise levels in the study area by the construction of the proposed project, no mitigation is required.

CONSTRUCTION NOISE:

Impacts: Areas adjacent to the project will be exposed to additional noise levels during construction. It is anticipated that the project will utilize asphalt paving equipment and heavy trucks to haul materials.

Mitigation: See Attachment.

LOCAL COORDINATION:

A copy of this report will be sent to the Yamhill County Planning Department to inform them of the predicted effects on noise levels due to the proposed project and to aid them in their planning process.

The following construction noise abatement measures will be included in the project construction specifications:

1. No construction shall be performed within 1,000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 10:00 p.m. and 6:00 a.m. on other days without the approval of the engineer.
2. All equipment used shall have sound control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust.
3. All equipment shall comply with pertinent equipment noise standards of the U.S. Environmental Protection Agency.

Should a specific noise impact complaint occur during the construction of the project, the contractor at his own expense may be required to implement one or more of the following noise mitigations as directed by the engineer.

1. Locate stationary construction equipment as far from nearby noise sensitive properties as possible.
2. Shut off idling equipment.
3. Reschedule construction operations to avoid periods of noise annoyance identified in the complaint.
4. Notify nearby residents whenever extremely noisy work will be occurring.
5. Install permanent or portable acoustic barriers around stationary construction noise sources.

CCN 21-10
Newberg

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-75(14)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Yamhill

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40211

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/23/84

8. FEDERAL ROUTE NUMBER Primary 75

9. STATE ROUTE NUMBER Secondary 140

10. GENERAL LOCATION:
Villa Road Connection (Newberg) Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work TEC $42,600
☐ ACQUISITION OF RIGHT-OF-WAY FF $37,550
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's PEA dated 5/11/84.

RECEIVED
STATE HWY ENGR
JUN 4 '84
REFER TO Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

orig to
6/4

14. DATE 5/23/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. H

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

RECEIVED
STATE HWY ENGR
MAY 10 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

PROGRAM SECTION 5-10-84

STATE CLEARINGHOUSE
Intergovernmental Relations Division
155 Cottage St. N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-422-3600

cc: FHWA
✓State Hwy. Engr.
Location Unit
Right-of-Way Sec.
Road Design Sec. (4)
Environmental Sec.
Bridge Sec.
Aeronautics Div.
Fed. Aid Group
Reg. 2: D. Christensen
Dis. 3: R.A. Kuehn

CONCLUSIONS

APPLICANT: OREGON DEPARTMENT OF TRANSPORTATION

PROJECT TITLE: VILLA ROAD CONNECTION SECTION
HILLSBORO-SILVERTON HWY
CITY OF NEWBERG
YAMHILL COUNTY

DATE: May 8, 1984

The State has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of state government:

  ☐ may exist.

  ☐ have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

  ☐ have been satisfactorily resolved. No significant issues remain.

A copy of this notification and attachments, if any, must accompany your application to the federal agency.

Federal Catalog # 20.205

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number: OR 840326-061-2

This number should be used on all correspondence and particularly on SF-424.

NOTED
H.S.COULTER

Dolores Streeter
Clearinghouse Coordinator

PNRS #3
Revised 10/83
cc: Dale E. Wilken, Federal Highway Administration

INTERGOVERNMENTAL RELATIONS DIVISION
APR 27 1984

MID WILLAMETTE VALLEY
COUNCIL OF GOVERNMENTS
400 SENATOR BUILDING, 220 HIGH ST. N.E., SALEM, OREGON 97301 **Telephone (503) 588-6177**

CHAIRPERSON: GWEN VANDENBOSCH
MAYOR, CITY OF DALLAS
• VICE CHAIRPERSON: GARRY KANZ
COMMISSIONER, MARION COUNTY
• DIRECTOR ALAN H. HERSHEY

COG FILE #: HT-1538
IRD #: OR840326-061-2 5/4

April 23, 1984

Ms. Delores Streeter
Intergovernmental Relations Division
155 Cottage St. NE
Salem, OR 97310

Dear Ms. Streeter:

SUBJECT: A-95 REVIEW OF VILLA ROAD CONNECTION SECTION

The Clearinghouse staff of the Council of Governments has completed its review of the subject proposal.

The Notice of Intent was referred to appropriate local agencies for review. Comments from the City of Newberg are attached for your consideration. A complete list of those who received a copy of the Notice is also attached.

The comments we received indicate that the proposal is consistent with comprehensive planning and local plans, programs and objectives and no significant conflicts have been identified.

Sincerely,

Linda Warren
Clearinghouse Coordinator

aml

Attachments

MEMBER GOVERNMENTS—COUNTIES: [illegible] **CITIES:** [illegible] Gervais, Hubbard, Independence, Jefferson, Keizer [illegible] Newberg, Salem, [illegible] **SPECIAL DISTRICTS** Salem [illegible] Education [illegible] Area Mass Transit District [illegible] and Yamhill Counties

City of Newberg

Public Works Department
(503) 538-9421

414 E. First St.
Newberg, Oregon 97132

April 2, 1984

Linda Warren
Clearing House Coordinator
Mid-Willamette Valley COG
400 Senator Building
220 High Street N. E.
Salem, OR 97301

RECEIVED
APR - 3 1984
MID WILLAMETTE VALLEY
COUNCIL of GOVERNMENTS

Dear Linda,

I have reviewed the application for federal aid on the Villa Road connection. The City of Newberg finds no problems with the application as submitted.

The City has been trying for several years to obtain the Villa Road connection. The existing connection at Church St. is an extremely dangerous situation in which traffic trying to go westbound from Highway 219 onto Highway 99W must negotiate heavy eastbound traffic.

The Villa Road connection has been identified in our comprehensive plan, and we find no environmental issues concerning the connection.

We support the Department of Transportation in their efforts to connect Highway 219 with Highway 99W at Villa Road, and will work with them in whatever way possible to assure that this occurs.

Should you have questions, or would like additional information, please call.

Sincerely,

Gregory E. DiLoreto, P.E.
City Engineer

rs

PROJECT TITLE: VILLA ROAD CONNECTION SECTION

APPLICANT: OREGON DEPARTMENT OF TRANSPORTATION

Date Received: MARCH 26, 1984

NOTICES SENT TO THE FOLLOWING:

Yamhill County Board of Commissioners

City of Newberg

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: March 22, 1984

To: Executive Department
Federal-Aid Coordination Unit

Mid-Willamette Valley Council
of Governments
400 Senator Bldg.
220 High Street NE
Salem, OR 97310

From: for Gary A. Potter, Manager
Program Section

Subject: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 3
Section: Villa Road Connection
Highway: Newberg Highway, ORE 219
County: Yamhill

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-Aid funds on this project to be May 14, 1984.

JLG:pf
Attachments

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
MAR 23 '84
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] **APPLICANT** [45 Department of Transportation	46] **DIVISION** [79 Highway		
03	12] **APPLICANT ADDRESS** STREET [45 Transportation Building	46] **CITY** [60 Salem	76] **ZIP** [80 97310	
04	12] **CONTACT PERSON** [45 Gary A. Potter	46] **AREA CODE** [48 (503)	49] **PHONE** [55 378	56] **EXTENSION** [59 6564
01	12] **PROJECT TITLE** [71 Villa Road Connection Section			
11	12] **PROJECT LOCATION—CITY** Newberg ORE 219	**PROJECT LOCATION—COUNTY** Yamhill	**PROJECT LOCATION** [79 SEC: T: R:	

05 **SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)**

06 12] Construct Villa Road between ORE 99W and ORE 219 to provide safer connection [71

07 12] for west bound traffic on ORE 219. Also upgrade existing traffic signal on [71

08 12] ORE 99W. (See Attached Part 3 of Project Prospectus and Location Map). [71

09 12] [71

10 12] [71

12	**AMOUNT REQUESTED—FEDERAL FUNDS**		**NON-FEDERAL MATCHING FUNDS**		**OTHER**	**TOTAL**
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	$221,760		$24,640			$246,400

13	12] **TYPE OF OTHER FEDERAL FUNDS (See 12B)** [45	46] **TYPE OF OTHER NON-FEDERAL FUNDS (See 12E)** [79
14	12] **FEDERAL PROGRAM TITLE** [71 Title 23 USC Highways	
15	12] **FEDERAL AGENCY NAME** [45 U. S. Department of Transportation	46] **FEDERAL SUB-AGENCY NAME** [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: 3/22/84

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42 May	43] DAY [44 14	45] YEAR [46 1984

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 3/22/84 *

VI. If project includes state funds (12C), identify agency Oregon State Highway Division

STATE AGENCIES ONLY

VIII (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Class 2 Project, Categorical Exclusion, according to the 1978 environmental quality guidelines.

* Dale E. Wilken, Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Pacific Highway West @ Villa Road (Newberg)

REGION
2

ESTIMATED RIGHT-OF-WAY IMPACTS

This project is a cooperative project with the City of Newberg. A majority of the property involved is controlled by the City. A small amount of additional right of way will be required at the north leg of the Villa Road and 99W intersection. No displacements or relocations.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

This new connection to 99W from the Hillsboro-Silverton Highway will improve access to 99W from the adjoining area. This project is in the Six Year Highway Improvement Program and consistent with the Newberg Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The present connection of Highway 219 and 99W at Church Street is not controlled by a traffic signal, so traffic on Church Street turning toward Newberg experiences long delays, waiting for gaps in the traffic flow on 99W. Diverting the traffic to a signalized intersection will improve traffic safety and traffic flows.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

No apparent impacts.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

No apparent impacts.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

The City of Newberg has requested this highway improvement for several years.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

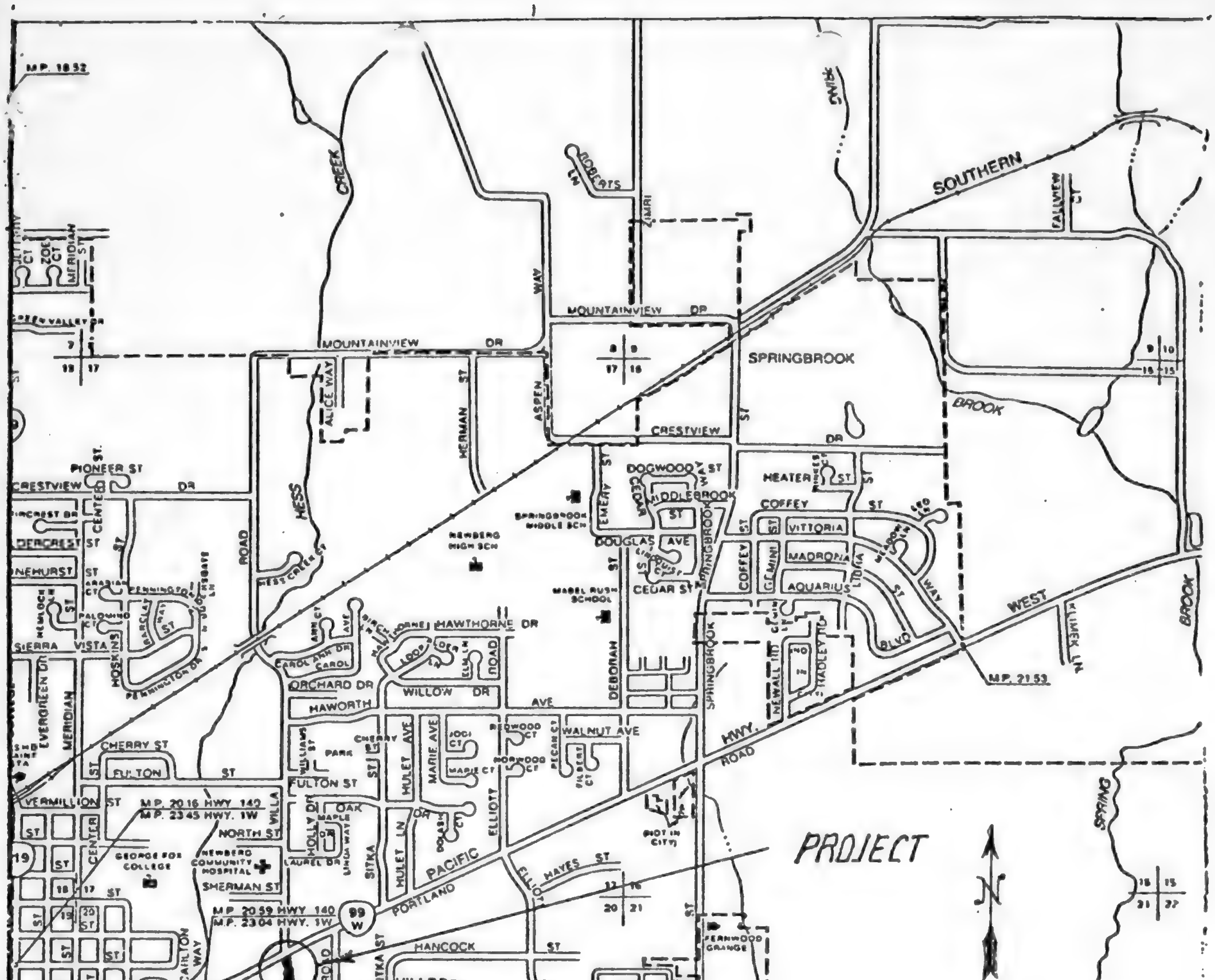
The project will involve the acquisition of minimal new Right-of-Way and other impacts are minor. The project will improve traffic flow and safety.

OTHER DOCUMENTATION

Noise Study

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Michael K. Shultz	378-2626	March 6, 1984

734-1913 (7-82)


PROJECT
M.P. 18.52
SOUTHERN
MOUNTAINVIEW DR
SPRINGBROOK
CRESTVIEW DR
BROOK
NEWBERG HIGH SCH
SPRINGBROOK MIDDLE SCH
MABEL RUSH SCHOOL
HAWTHORNE DR
ORCHARD DR
WILLOW DR
HAWORTH AVE
WALNUT AVE
CHERRY ST
FULTON ST
VERMILLION ST
M.P. 20.16 HWY. 140
M.P. 23.45 HWY. 1W
M.P. 20.59 HWY. 140
M.P. 23.04 HWY. 1W
NEWBERG COMMUNITY HOSPITAL
GEORGE FOX COLLEGE
SHERMAN ST
NORTH ST
PACIFIC HWY. WEST
PORTLAND ROAD
M.P. 21.53
99 W
219
HANCOCK ST
HILLSBORO ST
1ST
2ND
3RD ST
M.P. 21.15
FERNWOOD
FERNWOOD GRANGE
FRIENDS CEMETERY
SPORTSMAN AIRPARK
HESS
SILVERTON
MARKET (SPRINGBROOK)
SPRING
SEWAGE LAGOON
SEWAGE DISPOSAL PLANT
CITY WATER TREATMENT PLANT
DOG RIDGE RD
YAMHILL
MARION
N

PROSPECTUS MAP

PACIFIC HWY WEST @ VILLA RD
(NEWBERG)

PACIFIC HIGHWAY WEST
YAMHILL COUNTY

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

February 29, 1984

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Classification
Pacific Highway W. @ Villa Rd. (Newberg)
Pacific Highway West
Yamhill County
HES-9-2(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

CMG:gc

Attachments (4)

CONCURRENCE

3/6/84
for Division Administrator Date

FHWA OREGON DIVISION

ENVIRONMENTAL SECTION
March 12, 1984

cc: J. B. Boyd (3)
J. H. Versteeg (4)
L. E. George (2)
G. A. Potter
Richard McSwain
W. J. Hart
C. O. Fredrickson
F. E. Terpin
Local Programs Unit
Norm Davis
Surfacing Design
General Files
D. O. Christensen
Environmentalist
William Fretwell
Richard Kuehn

Form 734-3122

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Pacific Highway West @ Villa Road (Newberg)

REGION
2

ESTIMATED RIGHT-OF-WAY IMPACTS

This project is a cooperative project with the City of Newberg. A majority of the property involved is controlled by the City. A small amount of additional right of way will be required at the north leg of the Villa Road and 99W intersection. No displacements or relocations.

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No apparent impacts.

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PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

The City of Newberg has requested this highway improvement for several years.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

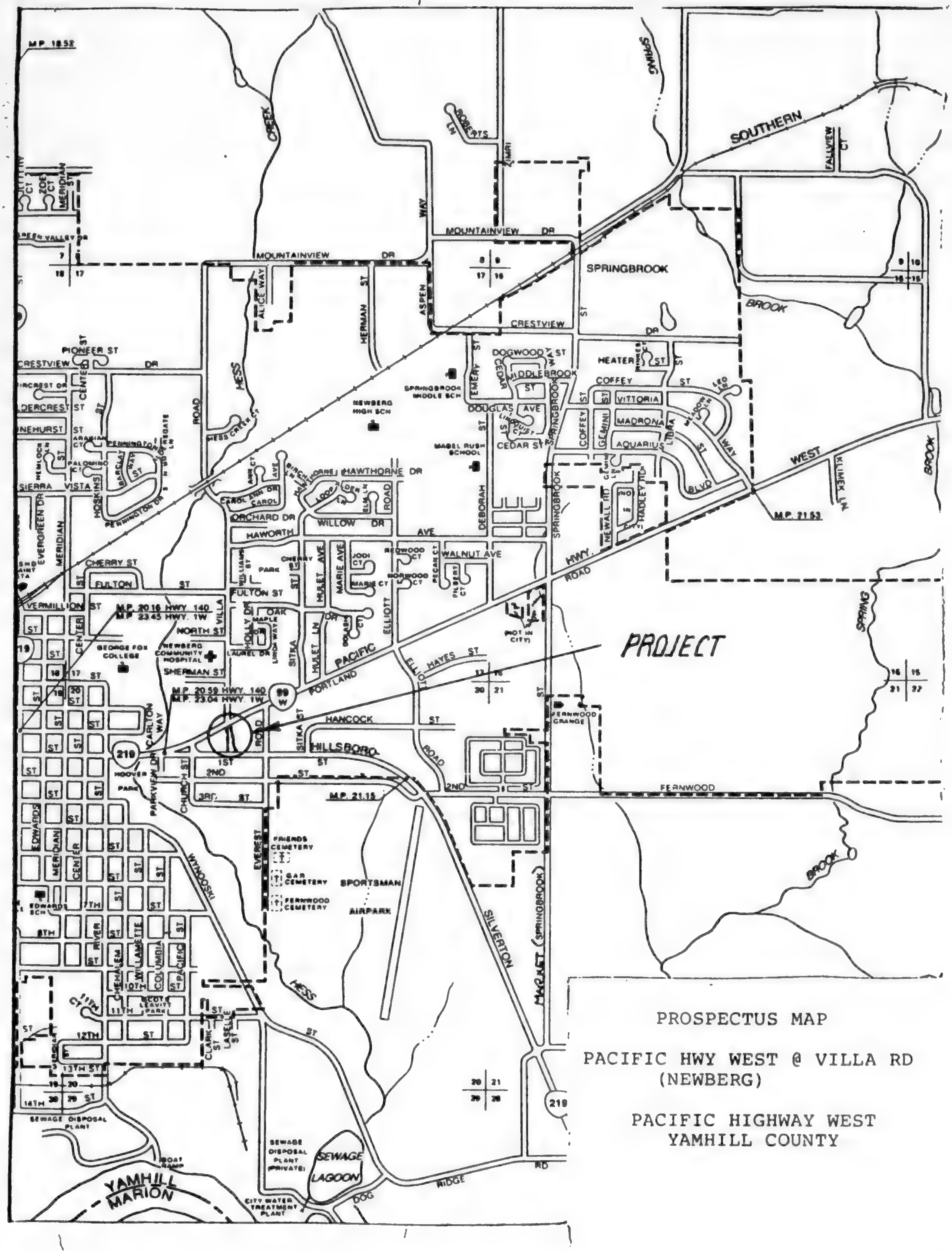
The project will involve the acquisition of minimal new Right-of-Way and other impacts are minor. The project will improve traffic flow and safety.

OTHER DOCUMENTATION

Noise Study

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Michael K. Shultz	378-2626	March 6, 1984

734-1913 (7-82)


PROJECT
M.P. 18.52
M.P. 20.16 HWY. 140
M.P. 23.45 HWY. 1W
M.P. 20.59 HWY. 140
M.P. 23.04 HWY. 1W
M.P. 21.15
M.P. 21.53
SOUTHERN
MOUNTAINVIEW DR
SPRINGBROOK
CRESTVIEW DR
PIONEER ST
HAWTHORNE DR
WILLOW DR
HAWORTH AVE
CHERRY ST
FULTON ST
VERMILLION ST
WALNUT AVE
NORTH ST
SHERMAN ST
HAYES ST
HANCOCK ST
HILLSBORO ST
1ST
2ND ST
3RD ST
PACIFIC HWY. WEST
PORTLAND ROAD
FERNWOOD
FERNWOOD GRANGE
SILVERTON
MARKET (SPRINGBROOK)
GEORGE FOX COLLEGE
NEWBERG COMMUNITY HOSPITAL
NEWBERG HIGH SCH
SPRINGBROOK MIDDLE SCH
MABEL RUSH SCHOOL
FRIENDS CEMETERY
GAR CEMETERY
FERNWOOD CEMETERY
SPORTSMAN AIRPARK
HESS CREEK
SPRING BROOK
SEWAGE DISPOSAL PLANT
SEWAGE LAGOON
CITY WATER TREATMENT PLANT
DOG RIDGE RD
YAMHILL
MARION
99W
219
240

PROSPECTUS MAP

PACIFIC HWY WEST @ VILLA RD
(NEWBERG)

PACIFIC HIGHWAY WEST
YAMHILL COUNTY

PROJEC . PROSPECTUS
PART 4 — SURVEY AUTHORITY

Yamhill Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 01000

SECTION: Ville Road Connection (Newberg)

REGION: 2

SURVEY AUTHORITY

#140

AUTHORIZATION NO.: 1

PREFIX: 136-1966

DATE: 1-23-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 25,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 200
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		200
903 LOCAL GOVERNMENT			918 LOCATION		500	935 SOILS		500
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		300
905 FINAL DESIGN		3,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		2,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		3,500	923 ENVIRONMENTAL SECTION		2,000	950 TRAINING		500
910 REGION GEOLOGIST		2,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		1,500	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE		200	926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		300	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		500	932 RAILROAD & UTILITIES		200			

TOTALS	$	$ 42,600
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX:

FEDERAL AID PROJECT NUMBER: F-75(14)

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications and cost estimate for grading, paving and traffic signal project.

1 Versteeg ✓
4 Anderson B
4 Adams
4 [illegible]
2 Edwards E
Turpin
2 Trout
4 Wakerlig

RECEIVED
JUN 3 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

ON HIP

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X Wendell E. Schwartz	DATE 5/2/84
RECOMMENDED, REGION ENGINEER X by Phillip C. [illegible]	DATE 1-24-84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X E S [illegible]	DATE 5-1-84
RECOMMENDED, LOCATION ENGINEER X [illegible]	DATE 5-1-84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01000

SECTION Villa Road Connection (Newberg)			REGION 2
STATE HIGHWAY # 140	HIGHWAY NAME Hillsboro - Silverton	MILE POST FROM 20.6 TO	LENGTH 0.08 mi
☑ URBAN ☐ RURAL	CITY Newberg	COUNTY Yamhill	ROAD/STREET NAME Villa Road
ROUTE # 219	FEDERAL AID # FAP 75	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 56.0	GRADING (✓)	✓	FILES (#)	2
RIGHT OF WAY		$ 2.0	PAVING (✓)	✓	ACRES (#)	0.03
ROADWAY	$ 72.0		STRUCTURES (✓)		RELOCATIONS (#)	0
STRUCTURES	$		SIGNING (✓)	✓	WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$ 80.0		SIGNALS (✓)	✓	PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 6.7				RIGHT OF WAY DESCRIPTIONS (S,C,A)	S
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	S
40% ENGINEERING & CONTINGENCIES	$ 29.7		DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 188.4	WORK TYPE (1-12)	9	☑ CONTRACT ☐ STATE FORCE	☐ OTHER
TOTAL ESTIMATE		$ 246.4			☐ CITY FORCE ☐ COUNTY FORCE	

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 2 / 85	RECOMMENDED FUNDING SOURCE FAP/ HES /COOP	RECOMMENDED PROGRAM YEAR FY 1985

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)		2 (on Villa)
STRUCTURES (#)		
SIGNALS (#)	1	1
BIKE PATH (Y/N)		On Paved Shldr
AVERAGE DAILY TRAFFIC	21,800	(1W Traffic)
YEAR OF AVERAGE DAILY TRAFFIC	1982	

DEFINE THE PROBLEM

Traffic enters Pacific Hwy W from the Hillsboro-Silverton Highway at Church St which is unsignalized. Villa Rd, which is signalized, could be used as a better connection.

PROPOSED SOLUTION

Upgrade the existing traffic signal to a multi-phase signal and replace the controller. Construct a connection between Pacific Hwy West and the Hillsboro-Silverton Hwy as an extension of Villa Road. Install appropriate signing.

REQUESTED, REGION ENGINEER X by	DATE 1-24-84
APPROVED, ASST HWY ENG. FOR OPERATIONS X	DATE
APPROVED, ASST HWY ENG. FOR ADMINISTRATION X	DATE

TRANSP COMM APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS
PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01000

SECTION: Villa Road Connection (Newberg)

REGION: 2

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

PERMITS AND DOCUMENTS

A—95	S	SIGNS (PERMANENT)	S	STORM SEWER	S	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	S ~~N~~
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	S
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS	S	OLD (#) 1	NEW (#) 1

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
2			

RIGHT-OF-WAY LIAISON	S	EASEMENTS (#)	1	ACCESS CONTROL (Y/N)	N

UTILITIES (LIST BELOW)

COMPANIES
General Telephone Northwest
Northwest Natural Gas Co
Portland General Electric
City of Newberg water & sewer

DESIGN SPEED: 35

DESIGN STANDARDS: AASHTO

TYPICAL SECTION

EXISTING

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
								NONE								
On Shldr	5½*	A	—	~~5~~ 6	—	—	12	Var 0-14	12	—	—	~~5~~ 6	—	A	5½*	On Shldr

*Width includes curb. Cost of walks (if constructed) will be part of City participation.

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Class 'B' AC	4"				
Cement Treated Base	12"				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
Location Engineer
Date 5/1/84

734-1912 (7-82)

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

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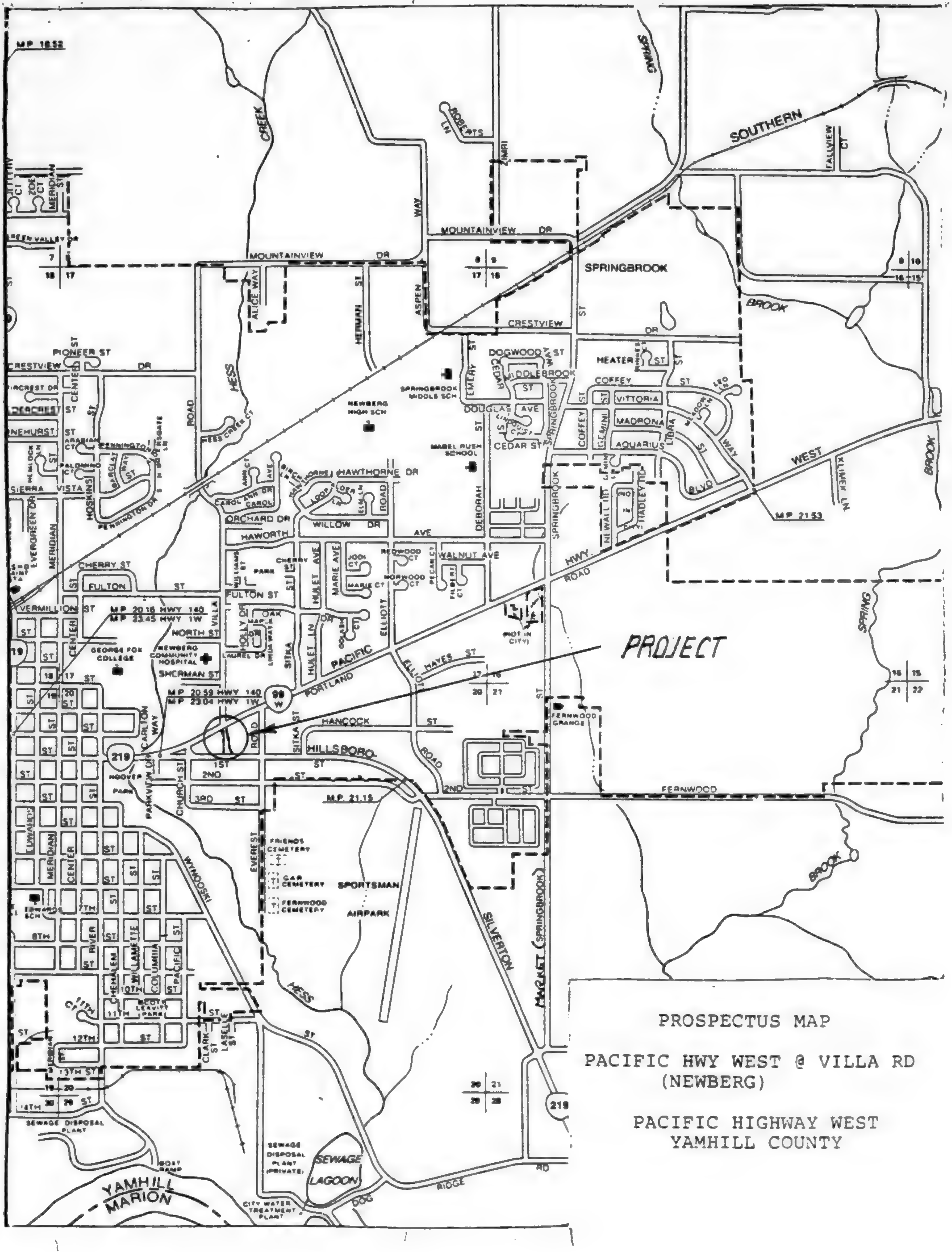
PROJECT
MP 16.52
SOUTHERN
SPRINGBROOK
MOUNTAINVIEW DR
CRESTVIEW DR
PIONEER ST
NEWBERG HIGH SCH
SPRINGBROOK MIDDLE SCH
MABEL RUSH SCHOOL
HAWTHORNE DR
ORCHARD DR
WILLOW DR
HAWORTH AVE
CHERRY ST
FULTON ST
VERMILLION ST
MP 20.16 HWY 140
MP 23.45 HWY 1W
NORTH ST
GEORGE FOX COLLEGE
NEWBERG COMMUNITY HOSPITAL
SHERMAN ST
MP 20.59 HWY 140
MP 23.04 HWY 1W
99W
PACIFIC
PORTLAND
ROAD
HWY.
WEST
MP 21.53
HAYES ST
HANCOCK ST
HILLSBORO
1ST
2ND
3RD ST
219
HOOVER PARK
CARLTON WAY
CHURCH ST
SITKA
ELLIOTT
DEBORAH
VILLA
FERNWOOD GRANGE
FERNWOOD
MP 21.15
FRIENDS CEMETERY
GAR CEMETERY
FERNWOOD CEMETERY
SPORTSMAN
AIRPARK
SILVERTON
MARKET (SPRINGBROOK)
HESS
EVEREST
MERIDIAN
CENTER
RIVER
WILLAMETTE
COLUMBIA
PACIFIC
CHEHALEM
EDWARDS SCH
SEWAGE DISPOSAL PLANT
SEWAGE DISPOSAL PLANT (PRIVATE)
SEWAGE LAGOON
CITY WATER TREATMENT PLANT
BOAT RAMP
YAMHILL
MARION
DOG RIDGE RD
SPRING
BROOK
CREEK
DOUGLAS AVE
CEDAR ST
COFFEY
VITTORIA
MADRONA
AQUARIUS
LIBRA
HEATER
DOGWOOD ST
MIDDLEBROOK
WALNUT AVE
REDWOOD CT
NORWOOD CT
HULET LN
MARIE AVE
EMERY
ASPEN
HERMAN ST
ALICE WAY
ROBERTS LN
ZIMRI
SIERRA VISTA
EVERGREEN DR
HOSKINS
TALLVIEW CT
KLIMEK LN

PROSPECTUS MAP

PACIFIC HWY WEST @ VILLA RD
(NEWBERG)

PACIFIC HIGHWAY WEST
YAMHILL COUNTY

SERIES TITLE:

Construction Contracts

LAST RECORD
IDENTIFICATION:

10,181 (1985)

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